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FEBRUARY, 1966

THE LABOUR STATESMAN

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FRONT PAGE NOTES

As a young man one of the most startling statements I ever heard was that union men and women are among the most "conservative" in society.

They suspect any sort of change, my informant said, who was himself a union member of many years standing.

He added that union attitudes to invention, innovation and adventure — even to sex — were distinctly small "c" conservative.

Because I was young I thought the sex bit was the most damning of his indictments. But that was many years ago.

★ ★ ★

I don't know how my friend would feel today since he died before cybernetics became a fact as well as a word.

But if any of what he said is true then the ideas expressed by **Walter Young** on this page opposite hardly go far enough.

Prof. Young goes quite far, though — further than anyone has dared to go in a labour publication before.

In fact, running this article at all is something of an "innovation" and more than a little "adventurous."

★ ★ ★

We're something of a "Reader's Digest." You will have noted that in addition to original material from our staff and correspondents we regularly reprint articles from other publications.

This is because these articles often hit areas sensitive to The Establishment and are therefore often ignored by the pop press.

One of these is an article by U.S. Senator **Gaylord Nelson** exposing the incredible indifference of tire and care manufacturers to safety. His disclosures begin on **Page 2.**

★ ★ ★

Incidentally **Reader's Digest** magazine has been subject to a searching academic study and the findings verify the worst suspicions.

It's more than intellectual Pablum; it's something worse as you'll see on **Page 3.**

★ ★ ★

Back on the subject of driving, all motorists — unionists or not — will be interested (perhaps too weak a word) in the Canadian Labour Congress' campaign to set up "Automobile Compensation Boards."

Details of the CLC plan can be found on **Page 3** and it is further examined editorially on **Page 4.**

W.M.M.

"FUTURE BLEAK?"

UNIONS MUST FORGET 'COMPETITION' IDEAS

W. D. YOUNG

(W. D. Young is a professor of political science at the University of British Columbia. He is also an official of the New Democratic Party. This is the first of a series of articles which will explore some of the problems and challenges facing unionism in current and developing conditions.)

The trouble with organized labour is that it still believes in competition.

Management gave up this archiac notion years ago, but the labour movement still lives in the old aggressive world of Adam Smith. It has taken its role as the conservative element of the Left far too seriously.

Management, quite clearly, has given up the notion of competition. Firms share a common interest — the maximizing of profit — and they recognize that co-operation is the more intelligent way of achieving this goal.

They have, of course, the added advantage that Canadian institutions are built to their specifications and hence they can count on sympathetic treatment for virtually everything they do.

For example, it is seen to be far less damaging to the public interest to raise gasoline prices than to call a two day work stoppage.

Trade unions are trying to compete in a society which doesn't particularly like trade unions in order to gain an advantage over management which by co-operation, can squeeze the unions out.

The standard reaction from the old-time trade unionist is to cry for more militant action. This succeeds merely in feeding amunition to the enemies of organized labour.

The recent call for the "General Strike" can be seen as a radical call for labour unity, but it would be more honest to see it for what it really was, a desperate strategem predicated upon unity which wasn't really there.

It was evidence of a lack of planning — the very sin labour accuses management of displaying.

For many of the younger union members the whole process is ludicrous and supported only from a grudging acceptance of the responsibilities of membership.

For many of their wives — whose ambitions do not differ from those of the wives of the junior white collar organization men — the whole process is stupid.

The leaders are slowly becoming aware of the truth that they are flogging a dead horse in trying to cope with contemporary problems by the application of old solutions.

And yet, faced with this problem, labour has produced no new ideas, not even in the obvious area of substituting co-operation for competition.

The pointless and wholly infantile inter-union disputes such as the protracted struggle between the Steelworkers and Mine Mill is one such example, and there are many others. In other instances unions have refused to follow the course of reason or rejected it in the face of antiquarian demands from head office — and the ITU is a prime example of this situation.

The weary march of dejected pickets in front of Mitchell Press, while it may stir the hearts of the old warriors, advances the cause of labour not one iota.

One looks in vain to the CLC for any leadership and the suspicion grows that it is not in business to produce new ideas anyway.

The most promising event in some time was the decision of the B.C. Federation of Labour to raise the whole question of the organization of labour and its purpose in Canada.

It is the one encouraging sign that there may be some hope of shaking the CLC from top to bottom and infusing new life into that aging carcass.

Such a move as the B.C. Fed is calling for opens the possibility of fusing organized labour in Canada into a more closely knit body whose members direct their attention not to raiding and the internecine conflict that is the venereal disease of trade unionism, but to formulating plans for dealing with changing technology, with the educational needs of their members, and toward doing what labour has seldom done, come up with the answer first.

Management is already miles ahead of labour in determining its approach to automation. It has assumed a position of commanding advantage.

As the ITU has learned, you cannot strike an automated plant.

The time and situation demand that labour set up its own "Royal Commission" to take a long hard look at itself and come up with some answers.

If it does not then the future is bleak.

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I am afraid I cannot say anything in praise of the Dorchester martyrs. Martyrs are a nuisance in Labour movements.

The business of a Labour man is not to suffer, but to make other people suffer until they make him reasonably comfortable.

A Labour agitator who gets into the hands of the police is inexcusable.

There is this, however, to be said for the Dorchester men. They got transported at the expense of their landlords and employers.

As they could hardly, if they were reasonable, men, have desired to live in Dorset as slaves — for that is what it came to — they were lucky to be pushed out of it.

Let us hope they lived happily ever after in a land where Lord Melbourne would probably have been kept in a museum as a curiosity.

G. Bernard Shaw.

COMPANIES ADMIT IGNORING SAFETY STANDARDS

SENATOR GAYLORD NELSON

(Mr. Nelson is U.S. Senator from Wisconsin. The following article is reprinted from The Progressive published in September, 1965. See also CLC proposal for "Automobile Compensation Boards" in this issue of The Labour Statesman.)

Who speaks for the American public in the field of highway safety, where we are killing more than 47,000 people every year?

The tolerance which the American public has developed toward death on the highway is one of the strange phenomena of our lives. At a time when the national conscience has been aroused, as never before, over justice to all men, we remain largely indifferent to the mass murder, the pain and suffering, and the brutality which occurs every day on our highways.

Whole families are wiped out; children are maimed or lose their parents; economic losses soar; and our courts become clogged with civil damage suits and traffic violation cases. Yet publicly we do almost nothing.

One reason may be that this is an age of technology in which we worship machines and the men who make them. A mere mortal hardly dares to question whether that growling tiger at the curb, with its 400 horsepower engine, its bucket seats, and chromium wheel spinners, is the proper mode of transportation for an American family.

What is the role of democratic government in an age of technology? Do we surrender our authority to the engines and engineers?

As governor of Wisconsin, I became more and more concerned about our rapidly rising highway death rate, which is now well over 1,000 per year in that state. We developed a comprehensive highway safety program involving a marked increase in traffic law enforcement, better driving training, and expanded research and education in the safety field. But we got no further during my four years as governor than have most other state governors in similar situations.

Since becoming a Senator, while still recognizing the need for action at the state and local level I have sought to find the proper role which the Federal government should play in this mounting national crisis. Although they are only a partial answer, I have introduced three bills:

- **To establish a national system of tire grading and labeling and to ban unsafe tires.**
- **To require all new cars to incorporate the special safety features now required on cars bought by the Federal government.**
- **To appropriate $5 million for a special program of Federal safety research, leading to the design and construction of a series of prototypes of safely constructed automobiles.**

Frankly, I introduced these bills as a relative novice in this field. I was dumbfounded by the astonishing and shocking information that deluged me once I stirred up this issue. Letters poured in from motorists, tire dealers, government purchasing agents, doctors, and attorneys representing accident victims.

The problem is far worse than I ever imagined. It seems clear that the concern for the public interest in automobile and tire design and manufacture is almost completely obliterated by the competitive pressures in these industries.

It is easy to hurl wild charges and to terrify the public with grisly statistics. But no charge by a politician, no statistics on highway slaughter, no pictures of mangled bodies in highway collisions could be as shocking as the facts brought out in the last few months.

The story begins with three days of hearings before the Federal Trade Commission early last year to consider whether tires are adequately labeled at the present time. The Federal Trade Commissioners were

UNSAFE

"Quality Labels Meaningless" — Tire Company

as stunned as I was when the highest officials in the automobile tire industry testified that:

Quality labels on tires, such as "deluxe," "premium," and "first-line," have no meaning whatever and "there is no way to tell one tire grade from another."

Size labels on tires were never meant to indicate the precise size. The notion that these labels were meant to indicate the exact size is merely "a recent misunderstanding" on the part of the public. It is perfectly possible for a 7.50 x 14 tire to be larger than 8.00 x 14.

The ply or ply-rating labels on tires have "no understandable meaning anymore."

Tires supplied by the auto industry with its new cars are not designed to carry the full load for which these automobiles are designed.

These are not charges made by a legislator trying to pass a bill. They are the official explanations of standard practices within a great American industry which affects the lives of almost every citizen and which is trying to avoid Federal regulation.

After studying the 635-page manuscript of the Federal Trade Commission hearings, I stated publicly that I thought it documented a national scandal in automobile tires. I made my arguments on the Senate floor and before the Senate Commerce Committee.

They were given nationwide press coverage and yet, so far as I can tell, the responsible officials in industry paid no attention, although the Akron bureau of the *Cleveland Plain-Dealer* reported that an unidentified tire industry spokesman had brushed off my remarks as "a politician picking a dull day in the Senate to read something into the *Congressional Record.*"

For that reason, I wrote to the presidents of the four major automobile manufacturing firms and asked them directly about these sensational disclosures. Their replies, as expected, made a strong defense of their present practices.

Yet not a single one of the revelations from the FTC hearings was refuted. In fact, the replies from the automobile manufacturers added up to complete confirmation of the hearing disclosures.

One might have thought that these automobile manufacturers would write back and say, "Of course our tires are safe for any reasonable use to which our cars may be put."

But that is not what they said. Almost like lawyers drafting a contract, they worked in careful, qualifying language to protect themselves and to shift the responsibility to the motorist.

The simple fact brought out at the FTC hearings, and confirmed by the automobile manufacturers in their letters to me, is that tires are selected for new cars on the assumption that they will carry approximately three passengers and no luggage—this, in an age when cars are bigger than ever, when they have monstrous trunks, when a fantastic array of accessories is available, and when family cars and station wagons are put to a tremendous range of uses hardly known a few years ago.

The most important question I asked the auto makers was whether their tires could carry a full load in extended travel at modern highway speeds.

American Motors replied that its cars could carry a full load *provided the tires were specially inflated.* "The front tires should be inflated from twenty-four to twenty-six pounds and the rear tires to thirty pounds," American motors said. When the tires are specially inflated in this manner, they are "adequate for *occasional* full load service." the company told me.

This is a shocking admission, but almost the same information came from the other manufacturers.

General Motors conceded that the "design guide in selecting tires" was three passengers, but said that its sedans could carry six passengers plus 200 pounds of luggage, provided the tires were specially inflated to twenty-eight pounds in the front and thirty pounds in the rear.

Chrysler said simply that its tires were adequate "provided they are properly maintained," but it uses similar weights, so apparently the same principles apply as in General Motors' case.

Ford conceded that "it has been customary to make tire selections on the basis of a three-passenger load," but said that its sedans could carry six passengers plus luggage (up to a maximum of 1,100 pounds) if the tires were specially inflated to thirty pounds in front and thirty-two pounds in the rear . . .

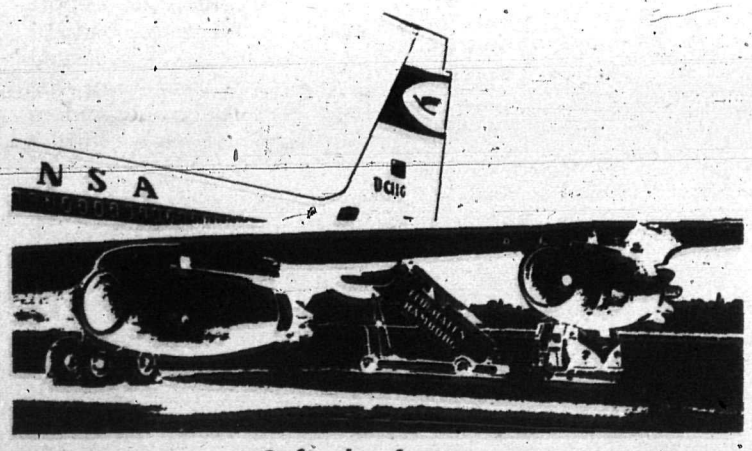
What more sweeping confirmation could there be of the existence of a national tire scandal?

The very companies which are pouring out automobiles at the rate of seven million or more a year concede that their cars cannot safely carry their full, designed load unless the tires are constantly inflated and deflated according to a set of tables hidden somewhere in a driver's manual.

I wonder if there is a motorist on any highway in America today who is calculating the load of his car, his accessories, his passengers, and his luggage to within 100 pounds, then carefully adjusting his tire pressure in an attempt to stay alive . . .

The auto makers know that their tires are not adequate. If you read their manuals, you will find this confirmed a hundred ways. You are supposed to switch to a larger tire if you add an air conditioning unit with its extra weight to some models, for instance. If we

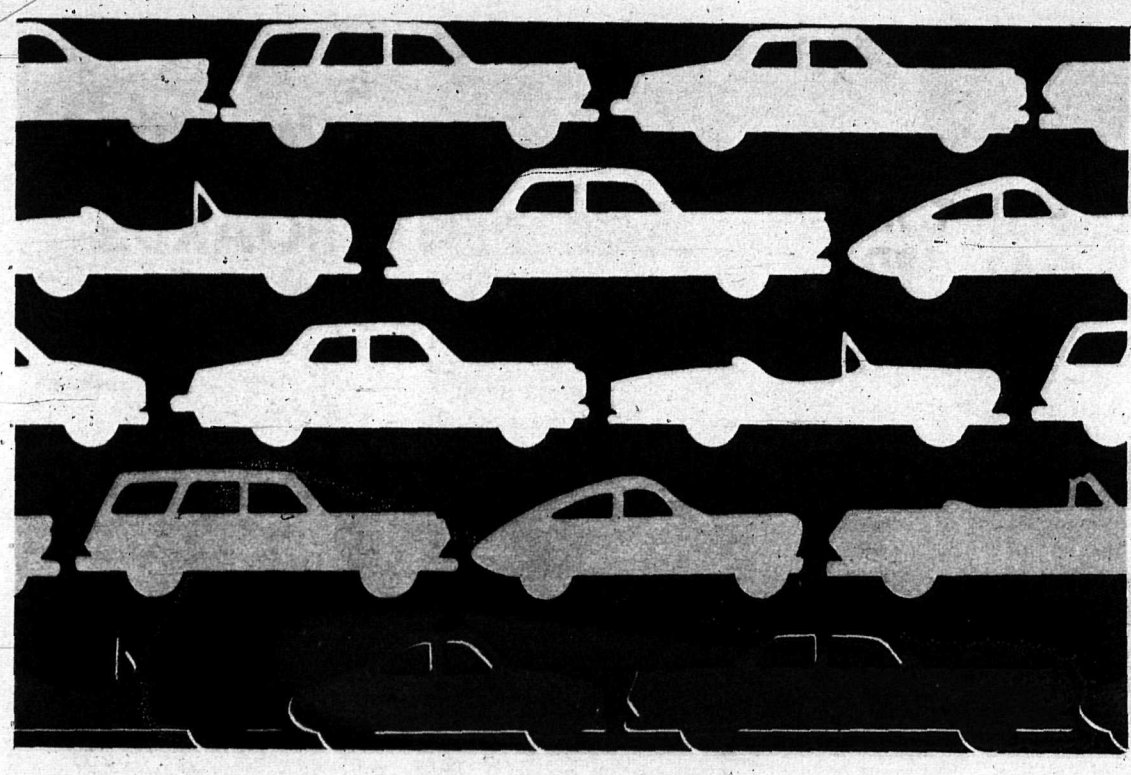
Continued on Page 10



Safer by far . . .

. . . than driving a car.

ENDLESS TRAFFIC ACCIDENT COST SOLUTION



OTTAWA — The Canadian Labour Congress is urging the establishment of automobile compensation boards as part of a wholesale attack on the problems of auto accidents, insurance and car safety.

(See the Labour Statesman editorial, Page 4—Ed.)

Each year the CLC designates February as Citizenship Month and asks its affiliated organizations to concentrate on some aspect of public needs. Claude Jodoin, president of the 1,200,000-member organization, announced Jan. 10 that the 1966 Citizenship Month theme would be Automobile Compensation Boards.

"The growing rate of highway deaths, traffic casualties and property damage has become a matter of major national importance, Mr. Jodoin said. "The annual death toll on Canadian highways is approaching 5,0000. The total monetary cost now exceeds the value of all farm production in Canada.

"It is obvious that we are failing to meet the challenge of the present, much less provide a realistic approach to future requirements resulting from traffic increases. We are, therefore, proposing that provincial governments establish public boards or commissions to collect and administer insurance funds to compensate victims of automobile accidents and to deal with personal and property damages," he said.

The necessary funds could be an assessment levied on all licensed automobiles and collected at the time license plates are purchased. This provides an economical means of collection and a guarantee that all automobiles are covered by liability insurance.

Mr. Jodoin added: "The repeated increases in private insurance rates and the continual complaints of private insurance companies that they are suffering heavy losses is a clear indication that they are unable to cope with the situation and meet the national needs.

"The protection provided by the proposed public plan could be supplemented through additional premiums in public or private plans should the motorist desire. Basically, the principle is not unlike that now adopted with regard to hospital care."

He noted that Workmen's Compensation Boards in Canada have established an enviable reputation throughout the world. The idea of applying the compensation board principle to traffic accidents is not original but it is one that has been gaining rapidly increasing support in both Canada and the United States. This, therefore, is the key CLC suggestion.

"These boards would also be charged with the responsibility of closely examining automobile manufacturing and allied industries with a view to proposing legislation for greater safety. They would also be expected to co-ordinate the efforts of many worthwhile safety committees and councils concerned with traffic safety, including the need for training and automobile inspection," the CLC president said.

"This campaign will be conducted primarily by our various Provincial Federations of Labour in co-operation with local Labour Councils and affiliated unions. We will do everything possible to encourage the co-operation of other groups."

Some 16.000 Canadians died as a result of traffic accidents in the four years between 1961 and 1964.

Last year the average number of people killed in car accidents was 344 a month.

Other statistics:

The 1964 death rate per 100 million driving miles in Canada, 9.2; in U.S.A., 5.7.

U.S. 1964 auto casualties — 50,000 killed; 2 million injured.

Our 1964 auto casualties — 4,655 killed; 140,000 injured.

In only seven months of last year the number of Canadian auto accidents increased by nearly 19,000.

There were nearly 5,000 more injuries. Deaths increased by 124 over the previous 12 months.

From the standpoint of the ordinary accident victim this would be a far better arrangement than the present system.

It is the same principle that was adopted for industrial accidents long ago under the Workmen's Compensation Act — and automobile accidents are becoming more of a daily risk than industrial mishaps.

We should collect and adminster the necessary funds rather than leave it to private insurers.

—Toronto Daily Star

BEWARE: 'READER'S DIGEST' A DIGEST OF REACTION

(As Reader's Digest is one of the two U.S. publications getting a "free ride" under federal legislation on advertising content, this item should be of interest to Canadian readers. It is taken from the RWDSU Record).

NEW YORK — A recent article in Columbia University's quarterly Journalism Review, titled "Report on the Reader's Digest," has confirmed more or less officially what many people have known for a long time — that the Digest is biased, one-sided, anti-labor and reactionary in its views.

The article spotlighted the Digest's record of distortion, its refusal to publish corrections of obviously false information which it prints, and its refusal to publish opposing opinions.

The article by Leo M. Christenson, professor of political science at Miami University in Ohio and former editor of the Toledo Blade, also points out that about 70 percent of Digest articles are either staff-written or planned by the Digest and "planted" in other magazines and then picked up by the Digest as a reprint.

"These practices help insure that the Digest offers its own philosophy, not a sampling of American opinion," Christenson writes. "The philosophy is avowedly conservative."

The Digest often publishes articles by ultra-conservatives without telling readers about the authors' private affiliations. Christenson cites an article smearing the U.S. Employment Service under the byline of Congressman Frank T. Bow (R.-Ohio).

What the Digest didn't tell its readers is that Bow has close relations with private employment agencies and thus has some special interest in down-grading the USES.

The Digest has a long record of being staunchly anti-labor. Since 1952, Christenson finds, the magazine has published 49 articles of this nature.

Since 1944, it has "published more than 300 articles to give the impression that Federal officials are congenitally extravagant, that deficit spending and the national debt threaten disaster, that Federal taxes are an unsupportable burden . . . and the Federal power is a menace to the liberties of every American, great and small."

Many distortions of the work of Federal agencies in the pages of the Digest are cited.

To illustrate these instances of distortion Christenson recalls an infamous Digest article a few years ago which charged the Bureau of Labor Statistics with doctoring figures on unemployment.

A whole series of falsehoods and inaccuracies in the article were documented and brought to the magazine's attention, but the Digest refused to print them.

It also refused to report the fact that noted statisticians and economists issued a statement upholding the BLS completely and finding the Digest article's charges "to be without foundation."

"This sequence of events," Christenson sums up, "illustrates what is perhaps the most disturbing Digest policy — its refusal to allow rebuttal or correction . . . Its failure to give individuals and agencies attacked on its pages an opportunity for reply is indefensible by any professional standard."

BARRY MATHER

OTTAWA — Fewer and stronger hands are controlling the publication of news and opinion in Canada.

Takeover recently of the *Toronto Globe & Mail* by FP Publications continues a trend toward bigger paper chains. There are rumors of more mergers to come.

This makes good sense from the owners' point of view. Clearly it is sensible to have one busy press turn out two papers rather than to have two presses doing the same job with both standing idle a good part of the day. But is it good from the viewpoint of the worker and the consumer?

While multiple ownership is commercially desirable for our press lords it is the opposite for the newspaper worker and reader.

A few years ago in Vancouver there were three papers with three competing staffs. Now there is Pacific Press. The newspaper employee has little or no labor market alternative left, especially when the same people he works for control papers across Canada.

Also, with the three major chains getting more and more newspapers into their hands the readers have to put their faith in the hands of a very rich, limited and concentrated information agency.

The other day Dominion Bureau of Statistics supplied me with figures which reveal the rate of press concentration.

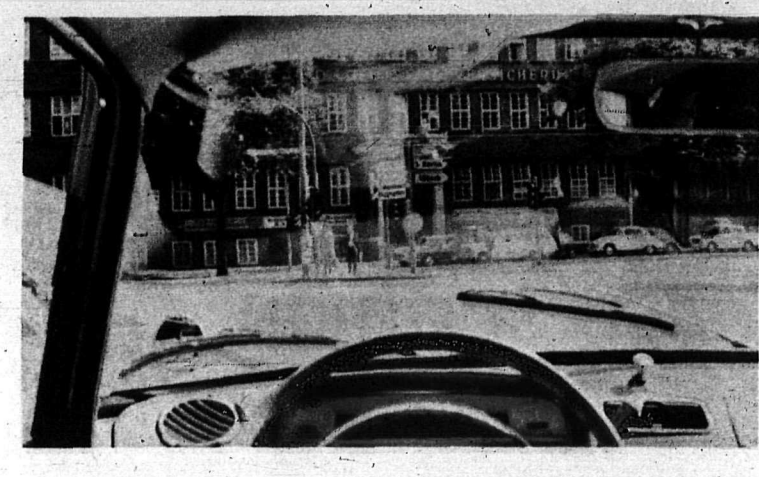
In 1950 there were 89 daily papers in Canada. In 1965 there were 119. In 1950 only 16 papers were "chained". In 1965 no less than 42 were.

Percentage-wise the strength of the press chains had more than doubled in 15 years. From 16% to 35%. This percentage of multiple press ownership is continuing to increase.

Many of the chained papers are large ones and my estimate is that, on a circulation basis, most of the readers of the daily press of Canada already get their news and views through chain units.

The whole subject of communication media mergers must shortly be brought under public scrutiny in the interests of preserving the freedom of the press and of its readers.

FROM DRIVER'S SEAT: ACCIDENT BOARDS NOW!



Driving is no fun.

It is expensive. It is often psychologically upsetting. It is distinctly dangerous.

North Americans have a compulsion to drive, an urge to get on wheels even to go to the corner store.

Much of our economy rests on this driving compulsion. Without it steel sales to car makers would drop sharply and steel is *the* basic industry.

Without it governments would be deprived of taxes on gas, from licencing and traffic control.

So driving means a lot to us economically, socially and in the rather important matter of life and death.

It is the latter which alarms a growing number of people, some because of unselfish public interest, some from simple self-survival.

Last year 344 Canadians died every month as a result of motor vehicle accidents. Over 11,000 a month were seriously injured.

More Americans are killed on highways at home each day than are lost in a day's fighting in Viet Nam.

Both the hazards and the expense of driving are unnecessarily high and they are related.

First the car makers. They show casualness bordering on gross negligence in their failure to introduce known safety features.

This in turn causes many unnecessary accidents, deaths, injuries and property damage, which boost car insurance costs. It goes up every year.

Something had to be done. And now in Canada and the U.S. the two aspects of the problem are being tackled to force proper legislative action.

In this issue U.S. Senator Gaylord Nelson demonstrates the culpable failure of auto tire makers to maintain or improve safety factors. His Senate Bill would set minimum safety standards.

Just as encouraging is the Canadian Labour Congress' campaign beginning this month to set up "Automobile Compensation Boards."

Such boards have long been advocated by legal scholars who have dispassionately studied the fearful statistics, litigation costs and the lengthy court lists resulting from motor vehicle cases.

The CLC's proposed Automobile Compensation Boards would come under provincial jurisdiction and would have a function similar to Workmens Compensation Boards.

There will be strong opposition from a large segment of the legal profession. On practical and professional grounds many lawyers abhor all boards and administrative tribunals.

They can make a good case against them, which, as lawyers, they should be able to do. They argue that many of these boards and tribunals expressly forbid lawyer participation in hearings.

Thus a civil servant bureaucrat sitting as judge, without any legal training, can be seized by spite or a desire to please his boss and ride rough shod over justice and anyone appearing before him.

On more practical grounds many lawyers will fight any Automobile Compensation Board plan simply because a large part of many practices are maintained on motor vehicle litigation.

Months are spent pleading causes from neuasthenia to whip-lash to negligence to death benefits for survivors.

Lawyers fought this same fight to prevent establishment of Workmens' Compensation Boards. In those days employee claims against employers for death or injury on the job occupied about the same value place in legal practice as do motor vehicle causes today.

Workmen's Compensation Boards were the answer. Often the administration of particular WCB's is open to criticism but the system is infinitely more just than forcing a workman to fight for compensation through the courts.

Ironically, while many lawyers may oppose the CLC's proposal it will get strong support from judges who are disturbed by the time and expense of auto cases brought before them in ever increasing numbers.

As a judge of the New York Supreme Court, Justice Samuel Hofstadter, said:

". . . highways are jammed with cars with inevitable resultant accidents. The fault lies with the automobile . . . its tremendous potention for mischief coupled with our persistence in basing recovery on finding of fault.

"This no longer makes sense. All automobile accident cases should be processed by compensation boards without regard to fault."

LETTERS

Sir:

I am a woman reader of *The Labour Statesman* and find it stimulating and uniformly excellent except for the page you insultingly call "Women", which in the last issue featured an article filled with much data and statistics that boiled down to the interesting idea that steak is cheaper than sugar-crisps.

This was written by Sidney Margolius, an expert (whatever that is) on consumer problems of the affluent American. He has a heart rending article in this month's *Redbook* on the plight of a young couple earning $10,000 a year, spending $1,100 of it on weekend entertainment and who worry because they are unable to spend more than $25 on their five-year-old's birthday party.

I'm sure the brave Craigmont miner's wives who have been feeding their families on strike pay of $15 a week could tell this "expert" something of the realities of Canadian workers' consumer spending.

Patricia Chaplin,
Vancouver

(That Snap-Crackle-Pop is cheating all of us both nutritionally and economically must surely interest ALL "Women"—Ed.)

Sir:

Words are inadequate to express the deep appreciation of Oil, Chemical and Atomic Workers International Union for the historic support given our membership by B.C. trade unionists in our recent dispute with the oil industry . . .

We thank you personally. We thank all of the trade union movement in B.C.

A. F. Grospiron,
OCAW president,
Denver. Col.

Sir:

May I congratulate you for "Instant Cereal 'Bargains'" (January *Statesman*). For a long time I have fought against buying those boxes of puff. But the kids usually win.

Now I will absolutely refuse to buy any of those fancy cereals. The article leaves no doubt in my mind that the consumer is being cheated.

Your Women's Page is always most interesting for us housewives. But don't you think the sexy girl picture would be of more interest to men on another page?

Mrs. Jane Alman,
Vancouver

*(We'll use a picture of a sexy man next time for Mrs. Alman—*Ed.)

Sir:

In your last issue you had a story about "redundancy" pay in England and I think this is one of the best ideas to come along in a long time. I think our unions should get our own government to do the same thing for Canadian workers.

Sam Dent,
Richmond

THE LABOUR STATESMAN

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FRANK PAYNE

TV BLAH AND THEY DON'T MAKE PIX LIKE THIS ANYMORE

I can no longer bear television.

Even if in another room and I hear the canned *ersatz* of situation "comedy" laughter my teeth grind of their own volition.

I'm alarmed that my seven-year-old enjoys "Please Don't Eat The Daisies" because I wonder if she might not be retarded. It's supposed to be an adult show, I'm told.

It takes too much investment in time to catch something worthwhile. One might sit in front of the box for six months waiting for a show above the level of "The Flintstones."

For a while I thought we had something with "Get Smart." But it was predicated on a gimmick and it is now going the way of the Hoola-Hoop.

Even in the good old days of video, Ed Sullivan seemed to be an inarticulate wooden block whose punctuating appearances between acts destroyed even the occasional good performances.

He is still with us, only now his show is worse. Now he's pitching to inarticulate juveniles with regular appearances of The Beatle genus. For him it seems the proper level.

In fine, the most popular thing I find on the TV set is the "off" switch. But there is an important exception — the old, old, late night movies.

By these I mean the movies of the thirties and early forties. Let me see a cast list with Bogart in it, or Gable, Grable, Taylor, Cagney, Lombard, Howard and the regular supporting cast of actors like Franklin Pangborn or Donald Meek, and I'm hooked for the night.

Watching these old films, scratchy and tinny, is like stepping into a time machine. Suddenly you're back when your own day dreams were pretty much the same as Hollywood dream days.

I was once for a long time hopelessly in love with Deanna Durbin and I remember how much our papers made of the fact that she was born in Canada, Winnipeg, I believe.

But as far as I was concerned she could have been born in a leper colony and my ardour would have remained as hot. "Hot" is an apposite term for my pubescent years, and it was all for my Deanna.

I never missed one of her pictures and because I was a poor boy I had to throw myself on the mercy of the manager of a dingy little movie house.

I have never forgotten that little round Jewish gentleman in the box office, squinting out from behind thick rimless glasses, for every Saturday matinee I would go through the same performance.

And every time as soon as the line of kids had paid their nickels and filed into the theatre he'd jerk his thumb toward the entrance and I'd go in gratis.

Actually, I now have warmer memories of that manager's kindness than I have of my once-beloved Deanna.

For — as happens to all of us — I grew up. Worse yet, I kept getting older and older. Until one day I read that "Three Smart Girls," starring my one-and-only Deanna Durbin, was playing on a local channel.

At last her lover *manqué* was to see her again, to warm to that clean white smile, to thrill at that voice and vibrancy. I'd be back again with that charming old celluloid crowd of Charles Winniger and Adolph Menjou.

For the occasion I combed my hair and put on a fresh pair of pajamas.

But what I saw wasn't my Deanna. Not that silly, pouting, archly coy juvenile. Yet could I deny the evidence of my eyes? Did my ears betray that so-well-remembered soprano which now seemed half-trained?

So with Deanna on the late show I came face to face with the reality of the present and time-gilded dreams which had probably shaped my life in more ways than is healthy. A head full of stereotypes are blasted to bits by these old movies.

Tough guy Edward G. Robinson ("I'm the boss here, see") now comes off more as a puff guy. They claim now that Gable couldn't remember two lines of script and it shows in the late shows.

But for all that those early movies had something later products lost. They had something in those days that has never been recaptured.

Maybe it was my youth.

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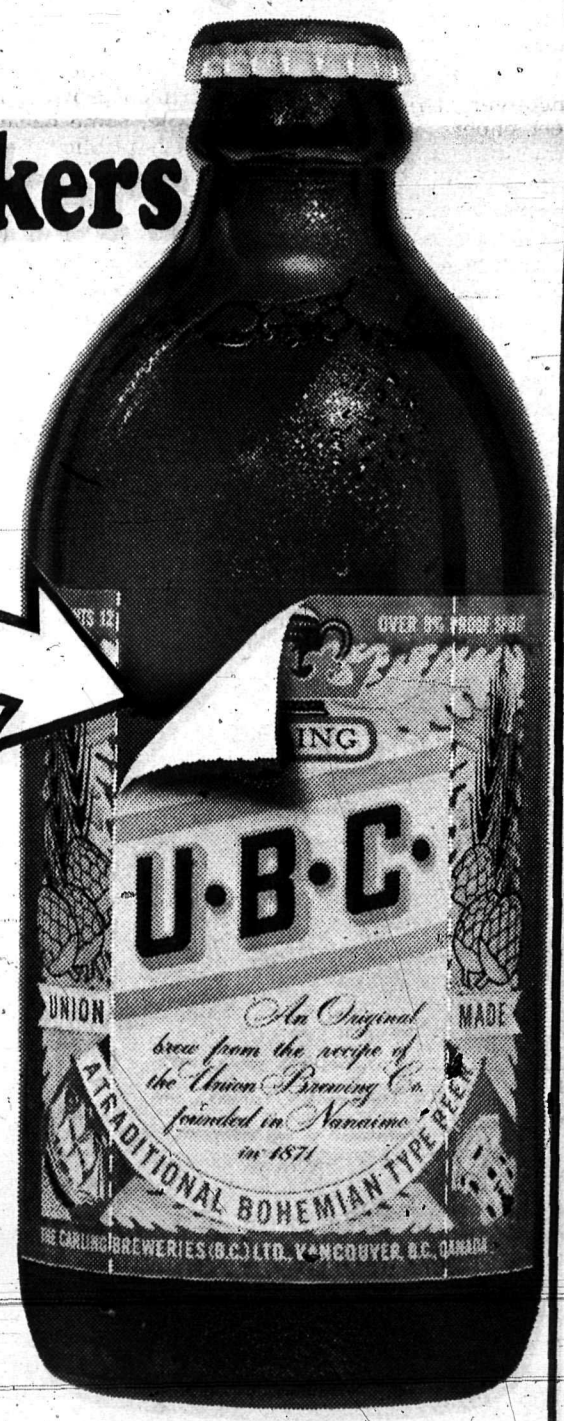

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BEHIND TEACHER-STUDENT REVOLT

EVELYN GAGNON

MONTREAL — The Labour year in Quebec started out with a bang, and an unusual sort of bang at that: three groups of teachers called strikes in the first days of January, giving prolonged Christmas vacations to 18,000 students in elementary and secondary schools.

These were not the first work stoppages called by teachers in Quebec, but they were the first legal ones. Quebec's new labour code finally set the teachers on the same level as all the other workers, except for one provision: injunctions may be granted delaying teachers' strikes for 80 days.

But none of the School Boards involved in the current strikes resorted to that weapon.

The teachers strikes are *in effect part of the general* educational explosion Quebec has been experiencing over the past five years or so. The first step was the creation of a Royal Commission on Education, which has already published three volumes of its report and will submit the fourth and final one shortly.

The second step, based on the Commisison's initial recommendations, consisted in taking final responsibility for public education away from the Churches (Catholic and Protestant) and putting it in the hands of the government.

The third step was a major governmental effort in extending the quality and accessibility of public secondary education; this was done by creating 55 regional School Boards that pooled the resources and students of local Boards. All this, coupled with the growth of student population brought on by the so-called "war babies," made the general education bill climb by leaps and bounds.

In view of all this upheaval, it seems almost miraculous that only a little over one percent of Quebec's teachers are currently on strike. Of course there was the usual protest from the usual quarters — i.e. the Board of Trade — but the teachers' organization pointedly asked if its members had been given the right to strike on condition they didnt' use it.

Quebec society has turned its back on its old authoritarian habits, and has made the change vigorously. The minister of education was among the first to advocate these changes, but he sometimes fails to practice what he preaches.

That usual human failure for instance was the main reason for the strike 27,000 technical school students *students called in the week* of January 16th. The department of education had issued a new rule which lengthened the school year.

The motive was most honorable: it aimed at giving the technical students the same calendar as other secondary school students and gradually integrating technical and general training. But technical school students come mostly from families of moderate or modest means, and the three additional weeks in school meant less opportunities to get a summer job that would help pay for the next school year. The minister hadn't thought of that. The strike was suspended after a week when the minister agreed not only to set up a joint government-student committee to find other sources of revenue for the students, but an extra committee which will act as a sort of Employment office for summer jobs.

The teachers have their own union — the Catholic teachers corporation — and the students have their's — the Quebec students general union. They have no organic relationship with Quebec's labour unions.

During January, the Quebec Federation of Labour has been reorganizing its office so as to carry out the convention's recommendations. The main piece of news during the month was the CLC's decision to punish the Steelworkers for having raided the Molder at Canadian Iron Foundaries in Trois-Rivières, Quebec.

EASE CBC FROM AD BIZ

OTTAWA (CPA)—Dean Maxwell Cohen of McGill University's Faculty of Law proposed a 10-percent ceiling on the profits of private broadcasters, with all profits above this figure going to a foundation to stimulate "The artistic, intellectual and educational aspects of TV and radio."

He was speaking at a conference on the future of broadcasting in Canada, held in Montreal in December and sponsored by the Canadian Broadcasting League, a bilingual organization of farm, labor, cooperative and university groups and individual citizens interested in the improvement of broadcasting fare.

Referring to the CBC as a "vital national institution", Dean Cohen also recommended that the public corporation be phased out of advertising over a 10-year period.

At the same conference two spokesmen from the cooperative movement, Roland LeLievre, director of public relations, Desjardins Mutual, Levis, Que. and W. B. Melvin, secretary, Co-operative Insurance Services, Regina, urged voluntary organizations to become more active in the field of broadcasting, especially through the sponsorship of educational and public information programs.

The Montreal conference, presided over by Dr. John E. Robbins, president of Brandon College, was organized by the Broadcasting League to discuss the urgency of establishing broadcasting policy in Canada and to review the recommendations of the Fowler Commission Report, with most of which the League is in agreement.

NABET vs. CKCK-TV

REGINA—Meetings held in December between the management of television station CKCK, Regina, Saskatchewan, and officers of National Association of Broadcast Employees and Technicians and the Saskatchewan Federation of Labour failed to resolve the dispute arising from the company's decision to reduce by one-third its technical and operations staff.

The announcement of the drastic staff cut-back was made on November 8th and followed by one week the filing by NABET of an application for certification as bargaining agent.

The union contends that the lay-off was in retaliation for the employees' decision to unionize. Proceedings leading to the prosecution of the company and seeking re-instatement of the employees have been initiated.

The following statement was issued by Timothy J. O'Sullivan of Toronto, Regional Director of NABET who, together with William Gilbey, President of the Saskatchewan Federation of Labour, conducted the talks with Station Manager G. D. Tunnicliffe and H. A. Grittenden:

"The eight persons concerned are among the most senior employees of the company, some having been at CKCK-TV since it began operating eleven years ago. They are almost all married men with family responsibilities. They are all, by management's own admission highly competent and skilled in their work."

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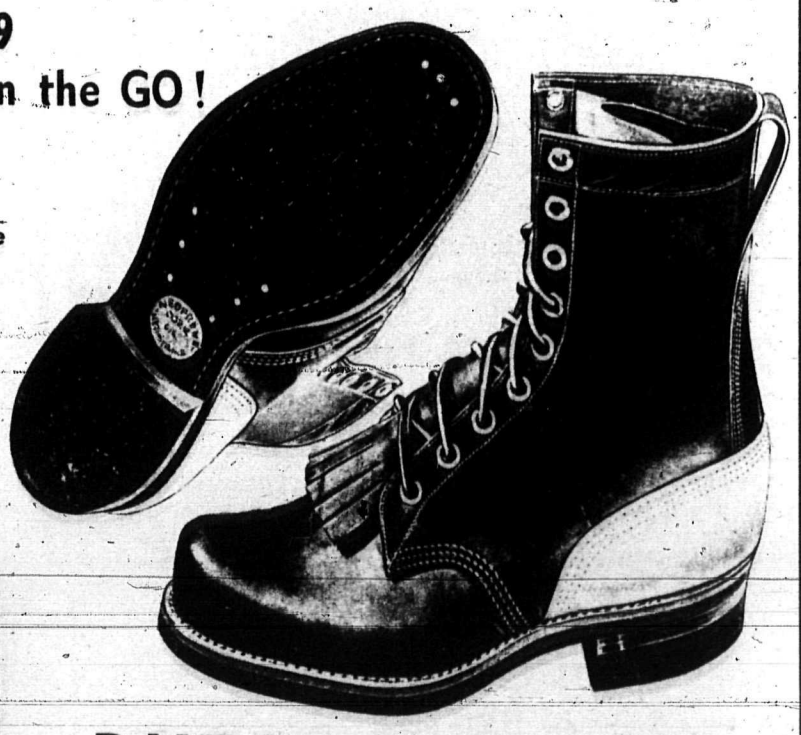

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MORE MONEY FOR MANPOWER — MAYBE

OTTAWA (CPA) — Immigration Minister Marchand, the man designated to take over the proposed new Department of Manpower, made his first public move early in January by announcing that the federal government plans to spend another $20,000,000 a year in training adults at vocational classes.

What the government will do is increase the weekly allowances it pays to these adults to $75 from $55 a week. Mr. Marchand hopes this will encourage more people to take training.

Last year about 60,000 adults took courses, but the new minister said more must be encouraged to follow since the development of higher skills is one of the most urgent problems in the country.

The minister made his announcement after he met with provincial labor and education ministers on manpower problems. Reports from the closed meetings said there was widespread concern over the shortages of skilled labor. Ontario said it was short 35,000 skilled workers at the beginning of 1965.

Ottawa is also going to establish a pilot program of new vocational training schools. All provinces except Quebec have agreed to accept the offer, to be fully financed by Ottawa. The projects will cost about $500,000 a year.

Education Minister Gerin-Lajoie of Quebec said his province is carrying on with its own pilot program and there were practical reasons for rejecting the Federal offer. "We have not in any way opted out of this proposal," he said. "Quebec only wanted to make a careful study of the situation first."

Mr. Marchand said it will be up to the provinces to initiate the pilot projects. After that, Ottawa will take over and foot the bill. All the projects must be carried out in areas already designated by the federal government as eligible for special incentives because of high rates of unemployment.

The big increase in allowances to adults taking vocational training will mean that federal spending in this field will rise to $27,000,000 from only $7,000,000.

The federal contribution now covers up to 90 percent of the allowances with the maximum of $55 applying to a married man with two or more children attending classes away from home.

Under the new plan, Ottawa will pay a basic allowance of $35 a week, and 90 percent of the additional allowances up to $75 weekly. Department sources said it is expected that another $10 or $15 weekly may be added for out-of-town trainees.

There is another advantage in the new scheme. Now, trainees must use up their unemployment benefits as part of their allowance payments. The new plan will not affect these benefits.

The plan was welcomed By Education Minister W. G. Davis of Ontario. He said there are six or seven areas in Ontario where a pilot project could be begun.

The conference also agreed to establish a special committee to study the development of more on-the-job training plans in Industry. The committee will include representatives of labor, management and government.

COMPUTER COMPELLS CO-OPERATION

TORONTO — Automation is lessening the differences between white-collar and blue-collar workers says R. P. Rintoul, national secretary-treasurer of the Canadian Union of Public Employees (CLC).

They are becoming more and more aware that they need labor unions for the same reasons blue-collar workers do, he said Jan. 15, in Toronto in the keynote address of a conference on white-collar workers, organized by the Canadian Labor Congress.

He said that because of modern technology white-collar workers are becoming machine tenders, are doing shift work, face loss of jobs through technological unemployment and have few opportunities for advancement to the ranks of management.

Management jobs are being filled by direct recruitment of university graduates and less and less by promotion from within, he said.

"White-collar workers are less inclined to believe that thrift and ability and ambition will be awarded with promotion upwards.

"They are beginning to realize that their jobs are really dead-end jobs and that those very jobs may come to an end as somebody develops a machine that can do the work better."

Organized labor did not oppose technological progress "but insists that it be introduced in a responsible manner with due regard to human beings and the overall consequences for society."

CO-OPS COMPETE

LONDON (CPA) — Britain's Co-operative Wholesale Society, which owns 200 factories, is setting up a central unit to raise the standard of co-op design.

A design panel including experts from outside the co-operative movement is being appointed. Advisers include Thomas Sommerson, an industrialist who led a design team for British Railways, and Miss Mary Grieve, former Editor of *"Woman"* and a past member of the Council of Industrial design.

Work of the new panel is expected to start studies of architectural design, vehicle liveries and uniforms, packing, print, stationery, etc.

MAKE WAY FOR MANY MEN MOVING NOW

OTTAWA (CPA) — The federal Labor Department has put into effect its new manpower mobility program providing financial aid to unemployed workers who wish to move to other areas where jobs are available.

The program, announced last May, embraces grants and loans of up to $1,000 and resettlement allowances of up to $1,000 for workers with dependants. The resettlement allowances are based on $200 for the worker and his wife plus $100 for each dependant.

The plan will be administered by the National Employment Service and applications for loans and grants should be made to local NES offices.

The nation-wide program became effective at the beginning of January.

There is also a retroactive provision for workers who have already moved on their own initiative in the last three months of 1965 and who meet the eligibility requirements under the regulations.

Workers eligible for outright grants with no repayment obligations are those who have been unemployed for at least four of the six months prior to application; those who have completed a provincially-approved training course within at least three months of application; former employees of auto parts plants on layoff because of plant changes attributed to the new Canada-U.S. auto pact; and key workers who have received grants under the Area Development Incentive Act.

Loans and grants will cover actual cost of moving the worker, his family and household goods. Workers without dependants are not covered for household effects.

RETIRE WHEN REALLY READY

TORONTO (CPA)—The Ontario Economic Council recommended that workers reaching retirement age be able to continue employment on a voluntary basis.

In a statement endorsed by David Archer, president of the Ontario Federation of Labor, the council said such a system would ease the shortage of skilled workers and assist in training and upgrading of the Ontario work force.

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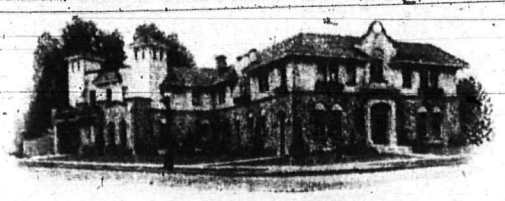

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WORLD DISASTER AHEAD IF WAR IN VIET NAM GOES ON—NDP

OTTAWA—Recent events in Viet Nam has confirmed that the war in that country must cease before it escalates into universal disaster, the federal council of the New Democratic Party declared last month.

The NDP federal council met here Jan. 16. The Rhodesian situation as well as Viet Nam were discussed.

In a statement released following the two-day session the council said: "The infinite human tragedy being suffered by the people of Viet Nam must be ended.

"Both Washington and Hanoi must show genuine desire to seek a settlement by negotiations."

The council noted that a growing number of American citizens are insisting that the U.S. seek ways of ending the conflict.

"We also welcome an apparent shift in American willingness to accept the Geneva accord of 1954 as the basis for settlement. These are the first hopeful signs in the Viet Nam tragedy," the statement said.

The council coupled this with a request that the Canadian government convey to the U.S. this country's belief that the partial pause in hostilities should continue until all parties involved meet at the conference table.

"We re-affirm the New Democratic policy that a settlement of the war in Viet Nam must provide for the withdrawal of all foreign military forces, for free elections, for a UN or other international force to keep the peace, and for effective international action to rehabilitate the war torn country and its people," the statement said.

The council condemned the "illegal" unilateral declaration of independence by Rhodesia and supported the present policy of Britain in applying "the most complete economic sanctions possible."

It urged on Rhodesia "the democratic rule of 'one man, one vote'."

Once this is achieved the council declare dthat Canada should co-operate with other countries in providing large-scale aid.

There is a lot of criticism of the custom of playing the National Anthem at the conclusion of cinema performances, but is it not rather nice to think that the new citizens of the new Elizabethan age are by this means being given the impression that there exists someone, half matriarch, half knight in shining armour — the Queen Elizabeth, seeing that everything is all right?

—Letter in Manchester Evening News

STEEL'S FIRST BASE

CASSIAR — "The first mining agreement negotiated by United Steelworkers of America in B.C. is without question the finest contract in the industry in this province."

That claim was made by Pen Baskin, Steelworkers area supervisor, when he returned to Vancouver from Cassiar last month.

He added: "This is equally true both in respect to wages and other economic conditions and contract language."

The agreement is between the Steelworkers and Cassiar Asbestos Corp. Ltd.

Negotiations for the new contract were complicated by the fact that the miners were represented by Mine-Mill from 1954 to 1964. In that year Mine-Mill was defeated in a vote and replaced by the Steelworkers as bargaining agent.

An earlier contract, termed "substandard" by Mr. Baskin, ran until September, 1965. Steelworkers began immediately negotiating a new contract which was finally signed by the union and company in the closing days of January.

The new contract provides a minimum wage increase on base rate of 51 cents an hour, from $1.94 to $2.45. Other increases are from $2.45 for labourer to $3.55 an hour for heavy duty journeyman mechanics and shovel operators.

New provisions set a new vacation plan, shift premiums, improved welfare program, safety and health provisions and leave of absence clauses.

Delia Morrison has been barred from her parents' home because she married a gravedigger.

Her mother, 55-year-old Mrs. Gladys Peat, of Geneva Drive, Darlington, Co. Durham, said yesterday: 'We have never felt so ashamed in our lives. If we had known what he was we would have thrown him out long ago.'

Sunday Express, London

SASK. LIBERALS FEAR LIBERTY

SASKATOON — Mike Germann, Vice-President of the Sask. Federation of Labour claims that a warning issued by Health Minister Steuart to Sask. Power Corporation employees was a direct infringement of civil liberties and a violation of a solemn promise made earlier by Premier Ross Thatcher.

Mr. Steuart said in January that Sask. Power Corporation employees would be fired for political activity in a provincial election. He said that "dangers of conflict of interest dictated that the S.P.C. must not be active politically."

Mr. Germann said: "Health Minister Steuart's threat is a direct violation of civil liberties and an outright repudiation of a solemn promise made by Premier Thatcher that the exercise of the political rights of a public employee outside of working hours was his own business."

"No one suggests that the SPC should be *in* politics. It is a corporate institution and belongs to all the people. But this should not throttle the individual expressions of employees.

"Mr. Steuart's talk about 'conflict of interest' might apply to a corporate body. It is deceit and sham applied as an excuse to gag citizens of Saskatchewan.

"In passing, note again that Cliff Basken, an employee of the SPC, was fired arising out of his political activity while on leave of absence."

Mr. Germann said that the Federation has consistently pointed out that the principle at stake involves the rights of some 55,000 people in Saskatchewan.

BRINGING HOME THE GROCERS

SUDBURY (CPA)—Retail, Wholesale and Department Store Union has taken over a group of members formerly organized by Mine Mill and lost by that Union to the Steelworkers when Steel took over the big INCO local.

The steel Union found that the Mine Mill membership included grocery workers, and turned them over to the Congress.

In a recent vote, 83 members voted almost unanimously to join RWDSU, most of them in wholesale operations.

Ontario RWDSU Supervisor Hugh Buchanan, welcomed the new membership, saying "With our experience in the grocery field, we'll be able to serve them better than they've been served before."

PAWSON DIES

TORONTO (CPA) — George R. Pawson, Canadian vice-president of the Commercial Telegraphers Union and a key figure in railway labor negotiations, died here at the age of 77.

As secretary of the general conference committee of the non-operating railway unions, Pawson was chief aide to Frank Hall, longtime committee head who resigned the post recently.

Pawson began his working career at a telegrapher with the Grand Trunk Railway, then transferred to the Canadian Pacific Railway telegraphers in 1911.

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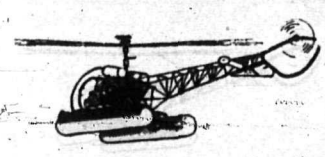

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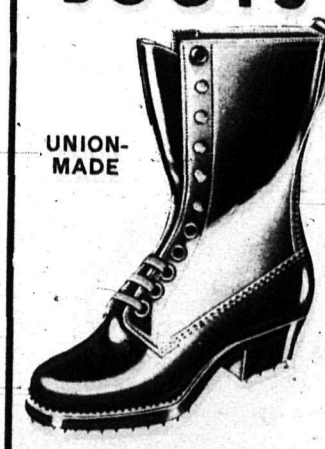

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OUR CORRESPONDENTS WRITE

PRINCE RUPERT

PRINCE RUPERT — The six-month strike at Rupert Bus Lines is over!

In the middle of January, federal certification was granted to Amalgamated Transit Union for the Canadian Coachways System, the holding company for Rupert Bus Lines.

The company fought hard to prevent Amalgamated Transit Union from gaining certification. But the company's efforts to convince the Federal Labour Relations Board that a company association merited certification rather than Amalgamated Transit proved futile.

Amalgamated Transit was able to convincingly demonstrate that the association was merely a company puppet. Federal certification was then granted to Amalgamated Transit without an employee vote.

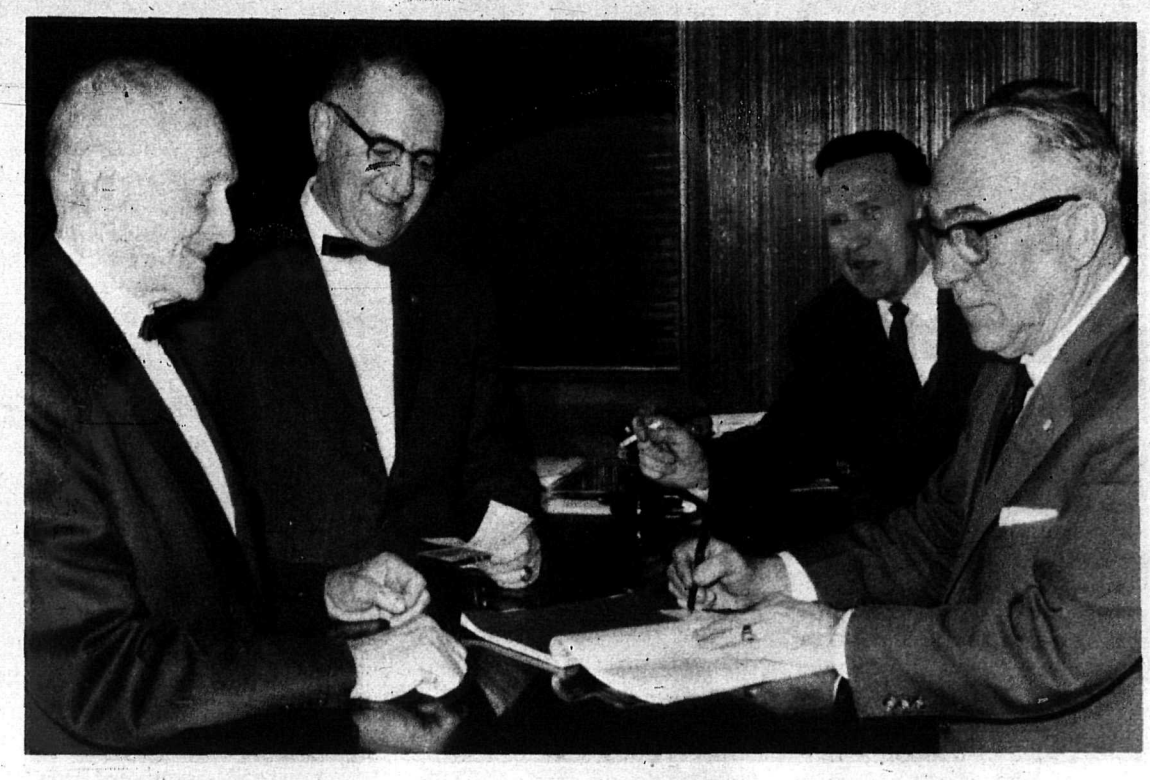
Locally, Stanley Nelson, Amalgamated's representative here, deserves a lot of credit for maintaining the strike until federal certification was granted.

Almost single-handedly at times, he would picket, operate a school bus run under a special arrangement between the company, school board, and labour council, and work at another job to keep alive.

As the strike dragged on month after month with little hope of settlement, support dwindled and some labour leaders began to have serious misgivings about the strike's validity because of its lack of support.

The Labour Council is delighted to be able to congratulate Stanley Nelson and Amalgamated Transit's Vancouver staff on a great victory, well-deserved.

Conrad Hadland.



Record for the longest continuous union member in Canada is held by 85-year-old John Henderson of Vancouver. He has been a union member for 70 years.

He paid his annual dues for the 70th time Jan. 18. He joined his first union when he was 15 and is now vice-president of Building Service Employees International Union (Local 244).

In 1964, Mr. Henderson was created a Freeman of the City of Vancouver and before that received the Native Sons of B.C. Good Citizenship Award.

At a luncheon held in Mr. Henderson's honor, provincial labor minister, Les Peterson, wired his congratulations.

Above (left) Mr. Henderson waits for his dues receipt. Also shown (left to right) are Arthur Hare, International vice-president of BSEIU; Vic Galbraith, business representative; and Ben Morley, secretary-treasurer of Local 244.

NANAIMO

NANAIMO — The December issue of the *United Church Observer* contained an article which revealed some startling facts about the people who really want peace and the escalation of the war in Viet Nam.

The author of the article, Dr. Norman Alcock, is president of the Canadian Peace Research Institute which was founded in the year 1961. The institute is controlled by a board of distinguished Canadians, holds a Dominion Charter, and enjoys a tax exempt status.

The aim of C.P.R.I. is to inquire by scientific means for the causes and prevention of war, and in this respect is committed to research and education more than to direct peace action.

During the course of his research Dr. Alcock has found that Christians are more war-like than Atheists and that the ruling class are not war-mongers as expounded by some Marxists.

To back his statements up reference is made to the initial campaign for funds in order to evaluate the Christian position.

Of over $300,000 raised in the initial campaign only 7% was contributed by the fundamentalist Christian group (Catholics, Presbyterians and Baptists) although they represented 58% of the population in Canada.

The United Church and Anglicans did much better contributing $100,000 and collectively representing 38% of the population in Canada.

But the remaining $200,000 was raised by the Society of Friends, Unitarians, and those who profess no religion, a group comprising less than 4% of the public.

Alistair MacLeod.

KAMLOOPS

KAMLOOPS — The Oilworkers (Local 9-675) are back at work but the secretary, Bob Chalmers, has left the union to attend UBC. He is taking a course in Real Estate.

The Kamloops and District Labour Council will hold its next meeting in Merritt in support of the striking Steelworkers.

The meeting will be held in the Grasslands Hotel Feb. 18 at 8 p.m.

Car pools are being arranged to transport the Council delegates the some 55 miles.

Bob Slater and Jack Diamond, Steelworkers, not yet affiliated to the Labour Council, attended the January meeting on invitation to outline to the Labour Council the situation in Merritt.

According to the report Craigmont Mines last year had profit of $3 million yet are refusing to meet the wage demands of the workers.

Bert Barrett of the Carpenters Union (Local 1540) is the 1966 President of the Kamloops and District Labour Council. Other table officers were re-elected.

The CPR came in for heavy criticism in removing its "Dominion" passenger train from service thus depriving CPR employees of the use of their passes. Pass holders are not allowed to ride the "Canadian" unless they pay half fare.

Cecilia McInnes.

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Continued from Page 2

are that close to the edge of safety, why should not all of the cars of such models have the larger and safer tire?

The Federal government cannot remain indifferent to automobile design when we are killing more than 47,000 people and disabling 1,700,000 more a year. We have an elaborate program of regulation and supervision in the aircraft industry, yet fifty times as many people are killed in auto accidents as in airplane accidents. Last year (1964) was the safest year in airline history and the worst in highway traffic history . . .

Much of the criticism of unsafe features on automobiles runs the risk of sounding somewhat petty. It is true that a different knob on an ashtray or the elimin- dashboard and windshield wipers probably would not greatly affect our national death toll.

But the real point is that basic principles of safety are not the controlling factor in automobile design. Cars today are designed to sell. And what sells are glamor and horsepower and a strange form of status which certainly have no connection with safety and may actually run counter to safety principles.

The money which the industry itself spends on safety research is often wasted when styling trends override sensible conclusions. There already is abundant expert know-how available to show us how we can improve automobile design in such a way as to sharply reduce highway fatalities.

The U.S. Public Health Services accident prevention bureau estimates that forty-three per cent of the people who die in auto accidents die under survivable conditions. A number of expert studies by university professors and scientists have raeched conclusions such as these:

- **If cars were built so that heads would not strike windshields and dashboards, one out of five of those killed in accidents could be saved.**
- **When a person is thrown from a car, the chance of being killed is five times as great.**
- **Occupants could probably survive any crash up to thirty-five miles per hour if cars had shoulder-harness seat belts, doors which did not fly open, and steering wheels designed to protect the driver.**

The steering column and the steering wheel are key factors. In many cars, the bottom of the steering column projects close to the front bumper. In a collision, it is driven back with tremendous force.

In some cases, the steering column "spears" the driver. In other cases, the steering wheel strikes the abdomen or chest with such force as to cause fatal injuries.

Scientists have shown how this problem could be corrected by use of a flexible steering shaft instead of a rigid column, and through the redesign of the steering wheel itself. But this is a change which the industry resists very strongly.

The Federal General Service Administration has developed seventeen safety features which will be required on all Federally-purchased cars beginning with the 1967 models. I hope that the states will set similar requirements for cars which they buy.

If we can set these safety standards for publicly-owned vehicles, surely we can extend the same degree of safety to all automobile purchasers. These specific features are not the perfect answers.

The important thing is to have a responsible government agency with an official concern for automobile design, and the authority to set minimum safety standards to protect the motoring public.

It has been my experience over the years that all industries which deal with the public will oppose any attempts to regulate them in an effort to protect the public interest.

They will say that we are destroying free enterprise, that we are substituting political vote-getting for scientific expertise.

But while they protest, they often begin to carry out the very reforms that they oppose. We have just seen this happen in the field of detergent pollution.

Early in 1963, I introduced legislation to require the soap and detergent industry to convert, by July 1, 1965, to a new form of detergent which would decompose in the sewage treatment processes and would not pollute our water supplies. The industry howled in outrage and said such a move was unnecessary and impossible.

Detergent pollution was good because it warned of other pollution, the industry argued. The bill has still not passed, but on July 1, 1965, the soap and detergent industry proudly announced that it had completed the changeover which it had said was not needed and could not be achieved.

I hope that the same thing might happen in the fields of automobile and tire safety.

Alarm over death and accident tolls on our highways is increasing pressure on governments in the U.S. and Canada.

Auto and tire makers have resisted consumer pressure.

To find out the magnitude of highway danger we recommend a recent book by a U.S. consultant on the subject, Ralph Nader:

"Unsafe at Any Speed. The Designed-in Dangers of the American Automobile" — Grossman Publishers, N.Y., $5.95.—Ed.

BARRETT BLASTS BRASH BENTLEY

VANCOUVER — Dave Barrett (NDP-MLA, Dewdney) speaking at the annual meeting of the Burrard NDP Constituency, stated that L. L. G. Bentley is attempting to deliberately inflame the public of British Columbia against the IWA."

The meeting was held Jan. 20.

Mr. Barrett stated that Mr. Bentley's press release indicating that the forest industry could not afford to pay wage increases over the next few years was deliberately aimed at conditioning the public's mind against the IWA in forthcoming negotiations between the forest industry and the IWA over a new contract.

"Mr. Bentley's calculated statement will only help to deteriorate labor management relations rather than solidify them," said Mr. Barrett. "Mr. Bentley is of the management school that says profits must go up but wages must remain stable.

"Mr. Bentley, by his statements, has already placed himself outside of a sensible negotiating role during the forthcoming talks."

Mr. Bentley is vice-president of Canadian Forest Products Co. and newly re-elected president of Seaboard Lumber Sales Co. Ltd.

VANCOUVER — A lumber executive who predicted trouble in industry negotiations has been criticised for not disclosing his company's net profits.

The criticism came from Jack Moore, IWA regional president last week following an earlier statement from L. L. G. Bentley.

"His (Bentley's) company has prospered in the same degree as the other large companies but he has never disclosed his company's net profits," Mr. Moore said.

He was invited to disclose company profits when bargaining begins in March.

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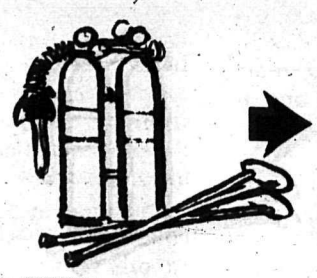

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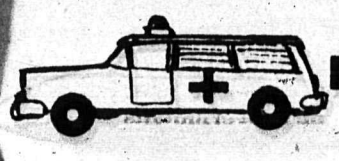

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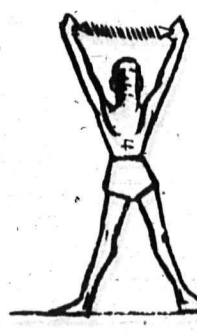

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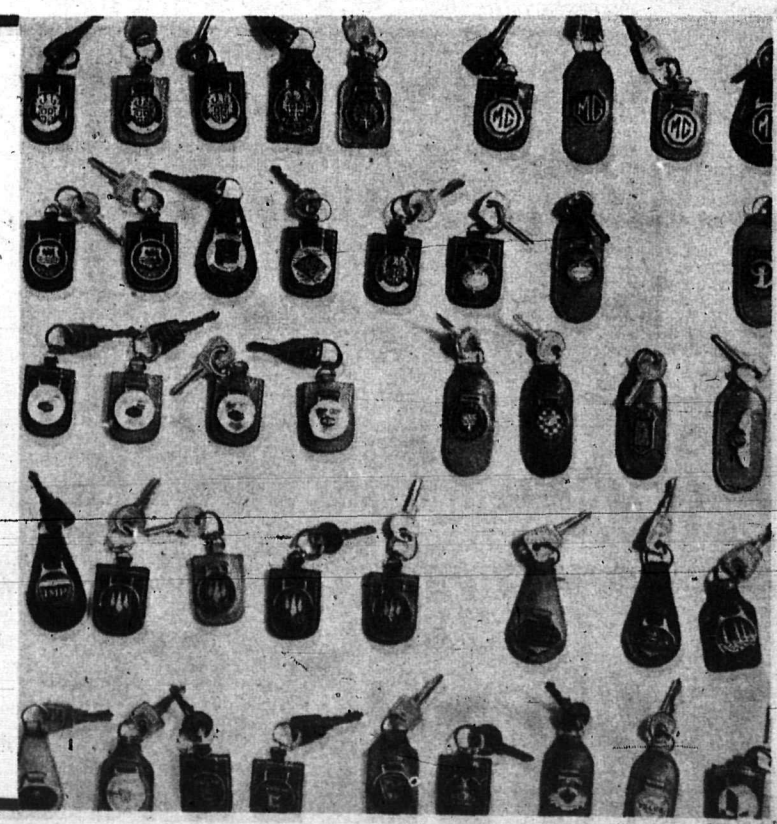
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