

# United States Auto Industry Is Attacked On Safety Effort

WASHINGTON (AP) — The United States auto industry came under attack here again by Ralph Nader one of its most publicized critics. The industry in turn assured senators it is not telling the government to keep hands off car safety.

Nader, a lawyer and author of a book criticizing the industry, contended the industry and the government itself are impeding progress of reducing the highway accident toll by policies of secrecy.

Before Nader testified at a Senate public works subcommittee hearing, a spokesman for the industry, John S. Bugas, Ford Motor Company vice-president, said the manufacturers position with respect to establishing safety standards for cars has been misunderstood. "We fully recognize that voluntary industry action will not

office by itself," Bugas said, testifying that the safety board the industry proposes would operate "within a framework of governmental regulation" under a federal-state commission.

**SOUGHT REJECTION**  
Bugas appeared before the Senate commerce committee last week to urge it to reject President John's proposal that the commerce secretary be given discretionary authority to set minimum safe-performance standards for automobiles.

But he testified that the alternative plan he advanced then, calling for a motor vehicle safety board within the industry to establish voluntary safety standards, was not intended to exclude the federal government from having any say. Bugas emphasized that part

of the industry plan is a federal-state "regulatory arrangement" through a vehicle equipment safety compact.

Nader said Senate subcommittees in recent weeks have been scrutinizing "the vast, uncharted territory of manufacturers' notices of defects." What has been disclosed in aggregate form publicly for the first time has not been reassuring—in fact it has been frightening.

**CHECKED FOR DEFECTS**  
He quoted a letter he said that went from Buick dealers to "an undetermined number of Buick owners in December 1965."

The letter called the owners' attention to a brake clip installation that "might prove to be troublesome some time in the future" and requested that the

owners bring the cars in for checking and any necessary correction.

Nader called the letter "heating" and commented: "Some of these Buicks are over a year old. Why does it take so long to discover them (defects) and notify dealers? How many of these vehicles were corrected? No public agency knows."

**WILL PRESENT AWARDS**  
OTTAWA (CP) — Winners of the first Canadian wood design awards will be announced at a presentation banquet here April 18, the federal industry department announced Wednesday. Nine architects and engineers will be honored for bridge and building designs under the program sponsored by government and private organizations.

# The Guardian

"Covers Prince Edward Island Like The Dew"  
Charlottetown, Mon., April 18, 1966.

SECOND SECTION

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## Controversial Program Due To Be Continued

OTTAWA (CP) — The CBC will continue next fall its controversial public affairs program. This hour has Seven Days, but with some changes in key personnel a reliable informant said here.

Co-host Patrick Watson is not likely to be back on the program because the CBC has bigger plans for him. The contract of the other co-host, Laurier Lapierre, a McGill University professor and part-time broadcaster, expires in May and the CBC has made no move to negotiate a renewal.

"It is expected that Mr. Watson will play a major role in the CBC's production plans for centennial year which will capitalize on his outstanding producing abilities," the source said.

Before this season, Seven Days was jointly produced by Mr. Watson and Douglas Leisterman, now the lone producer. As for the program itself, the source said plans for its next season are still being discussed but it is expected "the show will be as controversial as ever."

## Infant Mortality Will Be Probed

QUEBEC (CP) — Health Minister Eric Kierans announced a provincial committee to investigate the incidence of infant mortality has been founded.

Mr. Kierans said in a statement the committee was formed because of the increasing number of deaths of children within 28 days of their birth.

The statement did not quote any specific figures to illustrate the extent of this increase.

The health department has asked that the province's hospitals create, in conjunction with the health department committees which will study cases of death at childbirth on a regional basis.

The provincial committee will co-ordinate the works of each of the separate hospital study committees, study their findings and recommendations, and transmit this information to the health department.

The program is to come into effect in the near future.

## Zeller's Profits Reported Higher

MONTREAL (CP) — Zeller's Ltd. announced net profits of \$4,261,532 or \$1.33 a common share in 1965.

This compared with \$2,063,862 in 1964. The Montreal-based retail company said in its annual report that sales totalled \$102,847,087 in 1965, against \$16,811,529 in 1964.

## Spanish Press Shows New Look

MADRID (Reuters) — The Spanish press is showing a new liberal face after less than a week of operations under the 1966 press freedom law.

Most observers were surprised by the suddenness of the change, evidenced by the appearance of once-banned stories about strikes, student protest assemblies and police clashes with demonstrators.

The press law was mainly the work of Information Minister Manuel Fraga Iribarne. It was approved by parliament March 25.

There was skepticism over one article of the law which approved liberty of expression but demanded "respect for the principles of the national movement." This, it was believed, implied indirect censorship.

But the information ministry closed its censors' office last weekend and asked only that editors submit a signed copy of their newspapers half an hour before republication.

This, a ministry spokesman said, is to ensure that editors take responsibility for forthcoming editions.

It is the editor who will suffer if the state finds that a newspaper has violated press law.

**Business Briefs**  
TORONTO (CP) — Abitibi Paper Co. Ltd. earned \$3,740,148 or 21.5 cents a share in the three months ended March 31, compared with \$3,454,250 or 19.9 cents in the similar period last year, the annual meeting was told here.

MONTREAL (CP) — Consolidated Textile Mills Ltd. announced net profits of \$675,933 or \$2.85 per share for the year ended Dec. 31, 1965, compared with \$488,826 or \$2.06 per share in 1964.

The Montreal-based company said in its annual report that sales volume amounted to \$12,337,014 in 1965, a 10 per cent increase over 1964.

OTTAWA (CP) — Producers' shipments of Canadian-made motor vehicles in February numbered 76,269, an increase of 22.6 per cent over February shipments last year, the Dominion Bureau of Statistics has reported.

They included 61,852 Canadian-made passenger cars, increased from 51,904 in February last year.



HE'S ONLY 42

He's only 42 years of age, yet the hard life, rough climate and lack of most remedies of our civilization are etched on the smiling face of this Viet-

namese mountain man. He's an inhabitant of a Montagnard village near the Cambodian border west of Pleiku. The smile was for troops of the

U.S. 25th Infantry Division who have operated in the area seeking out Viet Cong forces. (AP Wirephoto)

## Port Authorities In Canada Wary Of Traffic Predictions

By HARRY KNOWLES  
MONTREAL (CP) — Perhaps they are afraid to tempt providence, but the authorities at Canadian ocean ports are reluctant to make definite predictions about this year's overseas shipping traffic.

The reason for reluctance is uncertainty of the labor scene and experiences of last year when major strikes caused serious disruption of work at Montreal and Vancouver, the country's busiest ocean ports.

A spokesman for the port of Montreal, which with 3,893 ocean arrivals in 1965 remains Canada's biggest and busiest, said, "It's impossible to make predictions for the 1966 season. Anything could happen on the labor front to upset our best hopes."

"The National Harbors Board which administers the port of Montreal is not involved, but we do know that several bodies of workers, including longshoremen, are currently negotiating with employers, and as a result there is always the possibility of strikes."

Last year, there were several strikes in the port, including stoppages by longshoremen and grain elevator workers employed by the National Harbors Board.

**VICTORIA WORRIED**  
On the West Coast similar worries were expressed by Capt. Ron Newell, harbor master of Victoria, B.C.

He said both longshoremen and members of the International Woodworkers of America (IWA) are involved in negotiations and strikes by either could seriously affect the port.

However, barring serious labor trouble, there would appear to be good prospects for an overall increase in foreign ship-

ping business at Canadian ports this year.

Shipments of huge grain orders to China and the USSR should prove a major factor in this development.

A feature of foreign shipping arriving at Canadian ports in the last few years has been a steady increase in the size of ships.

The net registered tonnage of deep sea shipping arriving at Montreal in 1965 was 16,262,048 and at Vancouver it was 10,350,712. This produces an average net registered tonnage of ocean vessels arriving at Montreal of 5,300 and Vancouver of 5,000.

**SHIPS GET BIGGER**  
A National Harbors Board spokesman said: "The trend today is toward bigger ships. The average net registered tonnage goes up year by year and this year I'm sure it will be well up on the figures for 1965."

In some cases, though the number of ships arriving in ports has fallen, the net registered tonnage has remained the same or increased, as have cargo tonnages.

This, Capt. Newell said, is the case at Victoria, where the number of deep sea ships clearing the port has fallen over the past three years from 430 to 350.

In Vancouver port manager Capt. Barney D. L. Johnson said the activity of the port for May-June-July-August will involve roughly 600 ships, the same number as last year, but that tonnages will be higher.

He forecast record-breaking shipments of grain, and increases in bulk materials, such as coal, sulphur, potash and phosphate rock.

**SEASON IS SHORT**  
Canada's most "inland" ocean port is Churchill, Man., which usually has a season of

less than three months, though this depends on the day the first ship arrives and the last leaves.

No ships have arrived so far this year, but last year the first vessel arrived July 31 and the last left Oct. 14. In that time a record 24,707,000 bushels of grain was exported from the port. This compared with 21,845,000 in 1964. Expectations are for a similar big increase this year.

Foreign goods tonnage in and out of Montreal has risen steadily from 12,937,234 in 1962 to a record 14,374,533 last year. If the rate is maintained and there is no serious disruption of work at the port, the figure for 1966 should be in excess of the 15,000,000-ton mark.

Cargo tonnage in and out of Quebec City is expected to increase by six or seven per cent. Last year it totalled 6,647,000 tons and Port Manager Paul Bousquet hopes it will exceed 7,000,000.

Also 1,000 deep-sea vessels visited the port last year.

Indications in the Maritimes are that business will be much the same or a little better than in other years.

**EXPECTS NORMAL SUMMER**  
Port Manager J. R. Mitchell of Halifax said he expects the port to have a normal summer, with activity generally limited to oil and gypsum movements.

"We had a good winter season but things are beginning to slack off a bit now and we'll soon reach the summer level," he said. "We expect, however, that there'll be quite a bit of grain passing through."

Imported crude oil for two refineries and export of raw gypsum account for about 8,000,000 tons of the annual 10,000,000 tons of cargo passing through the port.

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DOWNTOWN ROUNDUP

Seattle Police and Humane Society officers chase a truck driver Roy Hunter of Ferndale, Washington pushes to get a heifer back into his cattle

truck after it and another heifer escaped from the truck when the tailgate fell open while Hunter was driving through the edge of downtown

Seattle. Police and Humane Society officers chased the two errant cattle through the edge of the business district before finally corralling them.