

## Auto Safety Critic In U.S. Wants LBJ Plans Redrafted

WASHINGTON (AP) — Ralph Nader, auto safety critic, testified Monday that President Johnson's proposed traffic safety legislation should be redrafted to require the U.S. government to establish car safety standards.

He told the Senate commerce committee that the bill rests "on the shifting sands of discretionary authority."

Nader, author of the book Unsafe at Any Speed, maintained this is "inconsistent with the urgency of the traffic problem which consumes 50,000 lives a year and injures over 4,000,000 people."

The bill would give the government authority to set minimum safety standards for cars if, after a two-year program of testing and research, it found this necessary.

At an earlier hearing, Commerce Secretary John T. Connor said the administration approach was based on the belief that the automobile industry will co-operate voluntarily in the development of improved standards.

General Motors of Canada, Ltd., said owners of some 200,000 Canadian models of Chevelle and Chevrolet built during the two-year period had been advised of the adjustment being made to the accelerator.

He said there had not been any reports of accelerators sticking in Canada, but company engineers agreed the possibility of it occurring does exist.

to be effective on automobiles produced a year later. He also said the standards should be upgraded regularly.

Nader said the industry can't be expected to act voluntarily. It long had ignored and suppressed safety values in cars.

Development of minimum car safety standards is only part of a six-year program proposed by the president to reduce the highway traffic toll.

Also included are federal grants to states for driver education, traffic control and other highway safety measures, and establishment of a national highway safety research and test centre.

## Pilot Pay Criticism Is Heard

OTTAWA (CP)—Defence Minister Hellyer was pelted with opposition criticism Monday over last week's announcement of a hefty pay increase for military pilots.

But he stood his ground until Speaker Lucien Lamoureux finally called a halt to the Commons barrage.

Douglas Harkness (PC—Calgary North) fired the opening shot when he asked whether Mr. Hellyer was aware that the pilot raise had created unfavourable reaction among other flying personnel and was further lowering morale in the forces.

When Mr. Lamoureux blocked that one, J. Patrick Nowlan (PC—Digby—Annapolis-Kings) asked whether similar pay raises were being considered for navigators, radio operators and other air crew.

"No," the minister replied. They would be considered in the regular pay review later this year.

Davey Fulton (PC—Kamloops) asked whether fliers were content with going up \$3,000,000 and down \$2,000,000. He was referring to the abandonment of flying allowances for personnel not on regular pilot duty.

**SPEAKER INTERVENES**

The Speaker intercepted that one, too, although Mr. Hellyer said he would have liked to reply.

Mr. Nowlan rose again to ask if the minister was aware of violent reaction to abandonment

of the principle of equal pay for equal rank.

Mr. Hellyer said the principle is no longer supportable. The defence department had reluctantly but knowingly dropped the equal pay principle because of the need to match the high pilot salaries being offered by civilian airlines.

It was similar to the case of doctors and dentists who had always been paid to levels higher than their regular rank.

The Speaker finally ruled out all further questions on the subject, which he said was growing into a debate.

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## NEW ASTRONAUTS ARE ANNOUNCED

These five men from the U.S. Air Force are among 19 new astronauts named Monday by the National Aeronautics and Space Administration to train for new probes into space.

FROM LEFT: Capt. Alfred M. Worden; Maj. William R. Pogue; Capt. Joe H. Engle; Maj. James B. Irwin; and Capt. Charles M. Duke, Jr. (AP Wirephoto from NASA)

## Witness Says Got \$10,000 For Arranging Property Loan

TORONTO (CP)—A former employee of British Mortgage and Trust Co. Monday told a royal commission investigating last year's collapse of Atlantic Acceptance Corp. that he received \$10,000 for arranging loans in Wildor Holdings property in London, Ont.

William Pike, 35, said that \$5,000 was handed to him by lawyer Donald Reid of London. Reid, called later to the stand, denied the allegation.

Pike, a former mortgage manager, said the first payment was received in February, 1962, and the second in September the same year. On the first occasion, he said \$5,000 was given to him by a man he believed to be William King and on the second by Reid.

Pike said the money was for his personal use.

Commission counsel Albert Shepherd then asked why Pike offered money.

"I'm not exactly sure how it happened," Pike said. "I recall Mr. Reid came to my office in Stratford and indicated \$10,000 could be made available if mortgage money was approved."

Earlier testimony was that Wildor Holdings had obtained a \$1,500,000 mortgage from British Mortgage and Trust.

"How did the subject of approval come up?" asked Mr. Shepherd.

"Mr. Reid broached the subject to me," said Pike. "He said the money would be available if an application for an increase in mortgage was approved."

"Did you keep it all yourself?" asked Mr. Shepherd.

"I kept it all myself," said Pike.

**WITNESS QUESTIONED**

Under cross-examination, the witness was asked if the second payment was made in connection with a different construction project.

Pike said it was made in connection with Wildor.

When Reid was called, he was asked if he recalled a discussion with Pike in his Stratford office.

Reid replied: "I have no recollection of any such meeting and emphatically deny that I had any such discussion with him at any time."

## Chevrolet Says Cars Called In For Adjustments

The witness was asked if he had handed a sum of money to Pike.

"Mr. King handed over a sum of money," Reid said. He was then asked how much money was involved but his lawyer claimed the question pertained to a client-solicitor discussion and therefore ought not to be answered.

Mr. Justice Hughes called a recess to clarify the matter. The hearing continues.

In Oshawa, a spokesman for Chevrolet's public relations department made no formal announcement of the modification project but did reply to reporters' questions after rumors developed that the program was under way.

Detroit (AP)—Chevrolet division of General Motors Monday confirmed reports it had called nearly 1,500,000 1964-65 Chevilles and 1965 Chevrolets in for minor adjustments after reports of several cases of accelerators sticking.

Chevrolet spokesmen said a "splash" shield would be installed free of charge to the owner on all the Powerglide transmission cars. Unofficial estimates were that the project would cost more than \$3,000,000.

The spokesmen said there had been "fewer than half a dozen cases" where snow or slush caused the throttle to stick.

"This happened only in heavy snow or slush at around 32 degrees," they explained adding, "The shield prevents slush from packing around the throttle linkage."

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