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Old-fashioned Victoria?

DEAR, old - fashioned Victoria, drowsing in its gardens . . .

Of course, with several years of work they're pulling down all their overhead street wiring and putting it underground, but . . .

Dear, old-fashioned Victoria, dozing in a chair in the Union Club . . .

Of course, they're working now on a project for a landscaped shopping mall, not a makeshift, but a properly-planned one, a refreshing stretch of green in the city centre, but . . .

Dear, old-fashioned Victoria, strolling under its lamp-post flower baskets . . .

Of course, the shopping mall is to be tied in with an eight-deck parking garage, straddling a street, but . . .

Dear, old-fashioned Victoria wheeling cars at 15 miles an hour . . .

Of course, the shopping mall and the parking garage are just part of what's being called the most complete integrated downtown improvement scheme of its type anywhere in the world, but . . .

Dear, old-fashioned Victoria . . .

Or is it dear, old-fashioned Vancouver?

—The Vancouver Sun.

HOPE FOR 400,000 VISITORS

Vancouver Island staging big tourist "sell"

By JOHN MATTERS
Canadian Press Staff Writer

VICTORIA (CP) — The Vancouver Island tourist industry is putting on a "big sell" which may draw 400,000 visitors to the area this year.

If the campaign is successful, there may be more tourists at times than residents on what promotors are dubbing the Pacific northwest's "treasure island."

W. E. Hawkins, newly-appointed commissioner of the Victoria and Island Publicity Bureau, said in an interview there has been a 60-per-cent increase in the number of inquiries this year over 1959.

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There were between 250,000 and 300,000 tourists on Vancouver Island last year and stepped-up promotion campaigns, along with expanded transportation and accommodation, may attract at least 100,000 more this season.

For years the slogan was "Follow the birds to Victoria." The industry has decided to take advantage of up-island attractions and has changed the by-words to "Victoria — gateway to Canada's treasure island."

Five ferry systems and Trans-Canada Air lines operate scheduled services from the British Columbia mainland and Washington state.

"All together, we have excellent transportation systems and accessibility has increased considerably recently," Mr. Hawkins said.

One of the industry's biggest projects has been to dispel fears that once a tourist arrives on Vancouver Island he won't be able to return home. The idea has spread since a strike of ferry workers in 1958 tied up major systems for two months.

Tourism is Vancouver Island's second largest industry; logging and the manufacture of wood products is the largest. Figures were not available on the dollars-and-cents value of the tourist trade in the area.

Mr. Hawkins hopes tourists will come to Vancouver Island not only to take in Victoria's predominantly Anglo-Saxon characteristics, but also to go salmon fishing, sight-seeing or hiking in northern areas.

"We want more tourists but also we want them to spend more time here, spending as much time up-island as they have previously in Victoria."

The government has been spending heavily to develop highways to comparatively inaccessible parts of northern Vancouver Island. Picnic sites and park improvements have kept pace with highway construction.

Officials hope the next step in the program will be a campaign to promote tourist possibilities on a year-round basis. Although the natural beauty in winter is not the same as during the summer months, most outdoor activities are not curtailed by cold weather.

SCIENTIFIC STUDY FINDS

Night, swing shifts hard on human "clocks"

By ALTON BLAKESLEE
Associated Press Science Editor

COLD SPRING HARBOR, N.Y. (AP) — The night workers' lot is often not a happy one.

And it's even worse for those on swing shifts who must work some days and some nights in the same week.

One reason for this difficulty, scientists are finding, is that such working hours can upset curious "clocks" that keep time in our bodies and regulate important rhythms of living.

These strange biological clocks are being discussed at a 10-day international conference of 100 scientists at the Long Island biological laboratory here.

In humans, the clocks time daily cycles in body temperature, output of adrenal hormones, disease-fighting white blood cells, blood sugar governing fatigue, alertness and other functions.

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The human clocks do not all keep the same time. Body temperature, for example, usually reaches a peak in the afternoon, a low in the early morning hours. But adrenal glands generally pour out hormones just before your normal morning waking hours to help you meet the challenge of a new day.

Switching to night work can throw the clocks off schedule, but some people can reset their clocks more easily than others, or already have clocks that make them feel best at night.

Studies along this line were described in an interview by Dr. M. C. Lobban of the Medical Research Council Laboratories, London, a dimunitive woman who loves the Arctic.

Spitzbergen, Norway, with continuous summer daylight, provided one perfect spot to test some Cambridge University volunteers doing research there. First she took away their watches. Then some got watches taking only 21 hours to tick off 24 hours. Others got watches taking 27 hours to show 24.

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With no sunsets or sunrises to mark normal day and night, the volunteers ate meals, worked and slept as though their watches really were counting off 24-hour days. Some men and women had more trouble in adapting, Dr. Lobban said, and different internal clocks in the same person did not reset themselves at the same rate.

Dr. Lobban says workers may become less efficient, and therefore less happy and perhaps less safe if their clocks get out of phase with their environment.

She stressed that more studies are needed. But one indication could be that if someone is assigned to night work, he should be kept on the same shift long enough to reset his clocks.

Tests probably can be developed to detect persons who can most easily reset their clocks and thus perform best on night or swing shifts, she added.

INTERPRETING THE NEWS

Toronto exchange only one going wrong way

By JOHN PICTON
Canadian Press Staff Writer

New York stock brokers sit in their counting-houses, counting out their money....

West German and Japanese finance houses never had it so good....

And London, with its internationally strong currency and a booming economy, is playing a profitable game....

But the Toronto stock market continues to trip the light fantastic in the opposite direction — down, down, down with daily volume just making the 1,500,000 mark.

The reasons?

Brokers say: Tight money, despite government denials; low prices on the metal market, the premium on the Canadian dollar, and the withdrawal of American investors who are finding quicker rewards on Wall Street.

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Briefly, Toronto — essentially a mining market — temporarily is sunk.

And industrials, too, are having their problems. Although Canadian business activity is being maintained at high levels, generally, there is little or no evidence of any substantial upward movement in the economy.

On index, industrials were ahead 1.10 at 500.25 over the week compared to a 28-point gain on Wall Street or with base metals up .73 at 156.65 and western oils up .27 at 86.11. Golds were off .56 at 78.33.

Banks saw the best gains among industrials, where buying has been on a most selective basis, with Imperial showing the way on the basis of an increase in its quarterly dividend.

International Paper carried the torch among less favorable paper issues with a seven-point gain, keeping pace with Wall Street buying. And Dominion Stores gained three points on the strength of its annual report.

Both the mines and western oils section were sluggish.

Index changes at Montreal: Banks up .05 at 55.10; utilities down .3 at 140.6; industrials up .5 at 285.6; combined up .1 at 237.2; papers down .9 at 451.8, and golds down 1.61 at 70.45.

A Bible Thought for Today

In every work that he began . . . he did it with all his heart. II Chronicles 31:21.

That is a key to prosperity and happiness. It is a key to promotion too.

WING COMMANDER J. V. Watts, DSO, DFC, CD, inspects Royal Canadian Air Cadet squadron 559 at the Navy Drill Hall, last Friday night. Walking beside the Commander during the inspection was Cadet Allen Cazes. Bottom photo shows W/C Watts standing with award winning cadets. At left is C. D. Bruce, chairman of the local sponsoring committee of the Air Cadets while at the far right is V. R. Clerihue of the B.C. Division of the Air Cadet League of Canada.
—Staff photo by Gary Oakes.

The lighter side

Cowhand: Aren't you putting your saddle on backward, sir?

Dude rancher: That's all you know about it, cowboy—you don't even know which way I'm going.

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Mrs. Jones: How long was your last cook with you?

Mrs. Smith: She was never with us. She was against us from the start.

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The atom bomb may bring peace. Our only hope is that it will leave some people to enjoy it.

With the classics

Hence, vain deluding Joys,
The brood of Folly without father bred!
How little you bested,
Or fill the fixed mind with all your toys!
Dwell in some idle brain,
And fancies fond with gaudy shapes possess,
As thick and numberless
As the gay motes that people the sun beams;
Or likest hovering dreams,
The fickle pensioners of Morpheus' train.

—Milton

All Aboard with G. E. Mortimore

hicle and a one-ton collapsible shelter.

The ship would roar from Earth to Mars in 259 days, shedding stages and garbage on the way. The crew would park their living quarters and engines in an orbit around Mars, and descend by glider (equipped with rocket engines and rocket brakes) to the surface of the planet.

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When the time came to return to earth, the eight men (if they had not been eaten by green, armored Things with spiders' legs) would blast off, keep a rendezvous with their living quarters and engine in orbit around Mars, and piece

A space ship may land on the planet Mars on Jan. 17, 1972.

That is the best day to arrive there from the viewpoint of space navigation, nearness to sun and surface temperature on Mars.

Philip Bono, a space-vehicle design specialist in the Aero-Space Division of Boeing Aircraft Company, has it all figured out. He's serious.

The story is told in the current number of the Boeing company magazine.

Eight men could go to Mars and back for a return fare of only $626,000,000 which includes research, training, ground machinery and meals. (No winter rates).

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Bono's plan for a journey to Mars and back is outlined in a 171-page document entitled "Preliminary Design for a Manned Mars Vehicle."

The Mars ship would be a spear-shaped craft 248 feet high and 82 feet wide, weighing 8,300,000 pounds, made to carry eight men and 70,800 pounds of supplies.

In the cargo would be 8,350 pounds of exploratory equipment, a 4000-pound land ve-

the ship together again for a return to Earth.

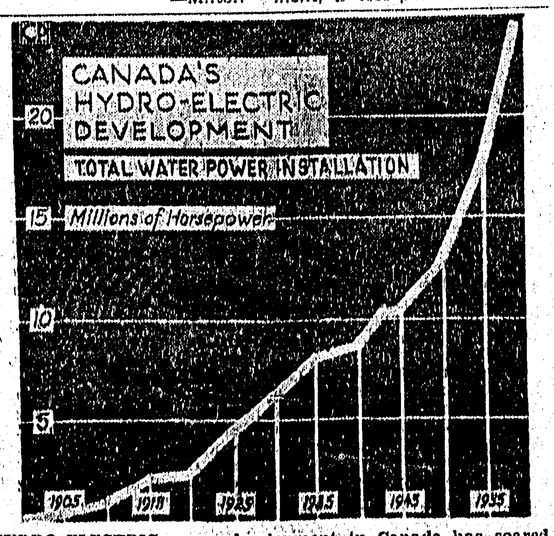
The men would be betting their lives on a number of pieces of complicated machinery working exactly right. Judging by some recent performances at Cape Canaveral, that seems a long chance to take.

However, Bono thinks it can be done. So there is a hope that your litle boy really will grow up to be a space ship pilot, 12 years from now.

Only two obstacles stand in his way. To escape from the earth, the ship needs seven plug - nozzle type engines (whatever those are) with a combined thrust of 10,000,000 pounds.

No rocket engine of this type has been made yet. However, says the author of the article in Boeing magazine, "there is a strong possibility for the future."

The second obstacle is money. Who is going to pay the $626,000,000? The taxpayers, presumably. Their screams of pain will be terrible to hear.



HYDRO-ELECTRIC power development in Canada has soared this century. This graph, superimposed on an aerial view of Ontario Hydro's Sir Adam Beck power station near Niagara Falls, shows steep increase in Canadian installed hydro capacity. Total capacity at the end of 1959 was about 25,000,000 horsepower compared with 177,000 in 1900. —CP Newsmap.

The Packsack of Gregory Clark

The number of us who really desire any wilderness to escape into for rest and recreation must be extremely small. We have only to look at what happens when some of the most rugged backwoods country is opened up for summer resort purposes to realize that the great majority of Canadians are dyed in the wool city slickers. If electric power is not immediately available, they put in gas driven motors to supply light, refrigeration, radio and TV. Down come all but a few chosen trees, and the underbrush is cleared away to make room for lawns. Where lately the loon and the tree frog alone broke the stillness, the whine of the motor lawn mower can be heard even above the row of the forty horse outboards dragging the water skiers. Fast, fast, fast, as the TV man says, come the gas pumps, the handy stores, the golf links and the hotels with dance bands. The sand roads get paved. In no time a four lane highway curves through, half a mile back. It is not the city we are trying to escape from. We are trying to haul the city, like a comforter, up over us. The only thing we are trying to escape is the wilderness.

An engineer friend of mine was engaged on a project 100 miles south of the Arctic circle. He decided to take a canoe trip down a great river nearby for a few day's rest. He picked two Indians to come along as guides. When they found he had no outboard engine included in his gear, they refused to come.

They didn't know how to paddle.

The lighter side

Bob: The touch of the nurse's hand cooled my fever instantly.

Warren: Yeah, we heard the slap all over the ward.

Before you say SCOTCH
SAY
"DEWAR'S"
...it never varies!
B4K
This advertisement is not published or displayed by the Liquor Control Board or by the Government of British Columbia.

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JULY 1st
SPONSORED BY THE ELKS LODGE 342
All organizations, business firms, boys and girls are urged to take part in the big July 1st Jubilee Parade. Enter now, floats, decorated vehicles, bikes, wagons, pets, marching groups, etc.
Please complete the coupon below and mail to Elks Lodge No. 342 by June 20, 1960.
Name of entry .....
Type of entry .....
Where possible the entries should stress the Jubilee Theme.

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OGDEN'S

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