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Facts, not emotionalism

THE collapse at Second Narrows on Tuesday afternoon was an appalling tragedy. But its causes will not be uncovered, and a repetition of it elsewhere perhaps thus averted, by t emotionalism or political hay-making. It will be done only by a cold, dispassignated and microscopically thorough investigation by engineers.

In the little that is yet known about the fall of the bridge one fact stands

What failed in the first place was Frot the permanent structure but a *piece of falsework—a temporary support holding the anchor span as it was pushed out over the water toward the next permanent pier.

The span was not designed to be self-supporting in space at that stage of its construction. Indeed, you need conly to look at the remarkable aerial picture taken the day before the disaster and published in this newspaper *yesterday to see that by its very shape tit could not possibly have held itself Lup, cantilever-fashion, without a tem-

T'seems to use the Canadian Highway Safety Conference held in Edmonton was fighting a losing battle when it sought to have the licensing age for automobile driving raised from 16 to 18. It is well nigh impossible to stem the tide of teen-agers who are able at an even lower age than sixteen and many of them are very good drivers. This is the age when automobile driving is an accomplishment that has become a part of our culture. If a teen-ager is able to drive then he should be allowed to drive providing he has arrived at the age where

the law recognizes him as a responsible individual. The secret is not to raise the age limit for teen-age drivers but to insist that applicants for licence to drive can show ability and responsibility. This may be done by an adequate system of driver education. This thorough system of education may be followed up by a rigid enforcement of the law and the revoking of the licence as soon as there is evidence of the violation of law. There is not much doubt about the ability of these young people

-Claresholm Local Press.

Canada's first retired airline pilots

T_comes as something of a shock— Canadian aviation has matured to the point where it has started to retire its pioneers.

line pilots to be retired at 60, a milestone not only in their lives but in the annals of the aviation business.

Mr. Dewar, who captained a four-

engined CPA airliner, lives in Burnalthough it shouldn't—to realize that aby. Mr. Forester, who held a similar job, comes from Edmonton. Each had flown millions of miles and, apart from a few hair-raising incidents when they were risking their necks in the box kites that passed for planes 30 years ago, have lived uneventful

> Now they can sit on the front porch and watch the big transports making altitude. And recall how they helped

-The Vancouver Province.

It had to do solely with the falsework—with that temporary support. Why the falsework failed is what has to be determined. Was it wrongly designed? Was it accidentally subjected to excessive stress? Did its foundations (also temporary) slip? Did something strike it?

Those questions must be answered and will be answered, in the names of the men who died in the twisted wreckage and the tidal current, and in the names of all the others in the bridgebuilding craft. But it will take time.

The men who work on high steel are a tough and gallant lot.

The newly dead among them would spit with contempt if they could know that their deaths were being used in the meantime as the fuel for political emotionalism.

-The Vancouver Province.

A loosing battle

to drive but there can be some question as to their judgment.



proportional to the number of

regulations. Surely this is the

reverse of true. If we are legis-

lated into not using our judg-

ment we will drive unintelli-

gently and eventually dan-

"The French have a saying

that rules are made for those

who have not the decency or

intelligence to do the right

thing. Since the B.C. govern-

ment allows us to back out of

our driveways, why can it not

concede us the decency and

intelligence to use our eye-

sight and common sense at

a painted 'Stop' sign, provided

"Perhaps the motoring pub-

lic in the province is too irre-

sponsible to use proper judg-

ment. I don't know; but I do

feel that such rules as the

one in question (and there

are plenty more equally de-

batable) tend to make us either

lawbreakers by using our judg-

ment or bad drivers by not

using it and adhering blind-

drivers on this topic and I

would say that about eight out

of 10 maintain they never go,

however slowly, through 'Stop'

"If there is such a big dis-

crepancy between safety and

the law, then surely the law

is at fault. Nine 'no right-of-

way' sign sould be sufficient

in most situations where we

have 'Stop' signs at present . . .

"I would appreciate your

not mentioning my name if

you should want to quote from

this. Most of my friends think

I am an anarchist, and I am

weary of trying to explain that

by the same token so are most

f the European driving pub-

lic. And yet I am sure that

comparable accident statistics

there are far lower than here."

My correspondent might also

make a case for doing away

with all driving regulations

and leaving road safety to the

gentleman and his friends are

sharp-witted and responsible

enough to be allowed to make

their own rules, about stop

But the rules are made for

the rest of us rabble who are

putting it bluntly—too stupid

There are lots of collisions

at corners that are not marked

by stop signs. There are plen-

ty of collisions at stop-sign

corners too, many of them in-

volving people who falled to

Does this mean that drivers

have been so demoralized by

stop signs that they don't look

where they are going? I doubt

that. I think it just shows that

a certain percentage of driv-

signs and everything felse.

to be trusted.

stop at the sign.

don't doubt that this

discretion of the drivers.

This is an interesting point.

"I have talked to many

ly to signs.

there is no hidden hazard?

ers are absent-minded, or just

The most effective safety measure wulod be to rule all the dumb drivers off the roads. But the roads would be pretty empty, the gasoline tax revenues would go into a decline, and the government would be heaved out of office next elec-

That French saying about rules being made for those who have not the accency or intelligence to do the right thing—it sounds like a true saying. Unfortunately, however, there are numbers of such persons around.

You decent, intelligent folk must submit to a certain amount of boredom and an-

noyance on that account. But after all — how much time is wasted coming to a

stop at a sign? It does give the slow thinkers time to collect their wits and look around. For quick thinkers, it teaches patience and tolerance for the profound stupidity of the

-Photo by Gladys Baldwin

Even though some people break the rule, I suspect that it slows enough people down to justify itself. Some of the drivers who pride themselves on using their own judgment would probably go across an intersection at 60 miles an hour if no stop sign existed and on some foggy morning, run straight into a truck that has backed suddenly out of a

driveway around a corner. When a stop sign exists, these people still drive straight through, but they drive at only 30 miles an hour, which is



By their own admission more than "half Canada's 1,7 million high school students have taken an alcoholic drink at one time or another. More than a quarter of the boys at high school today say they've been drunk at least once, and 6 per cent of both boys and girls admit they drink once a week or more.

These statements were gathered for Maclean's Magazine by an independent research organization which polled students in eight cities across Canada. With other findings by Maclean's associate editor Sidney Katz they make up the first attempt to fix, on a national scale, the dimensions of the problem of youth and al-

Katz's report gives the first indication of the facts about these other aspects of teenage drinking:

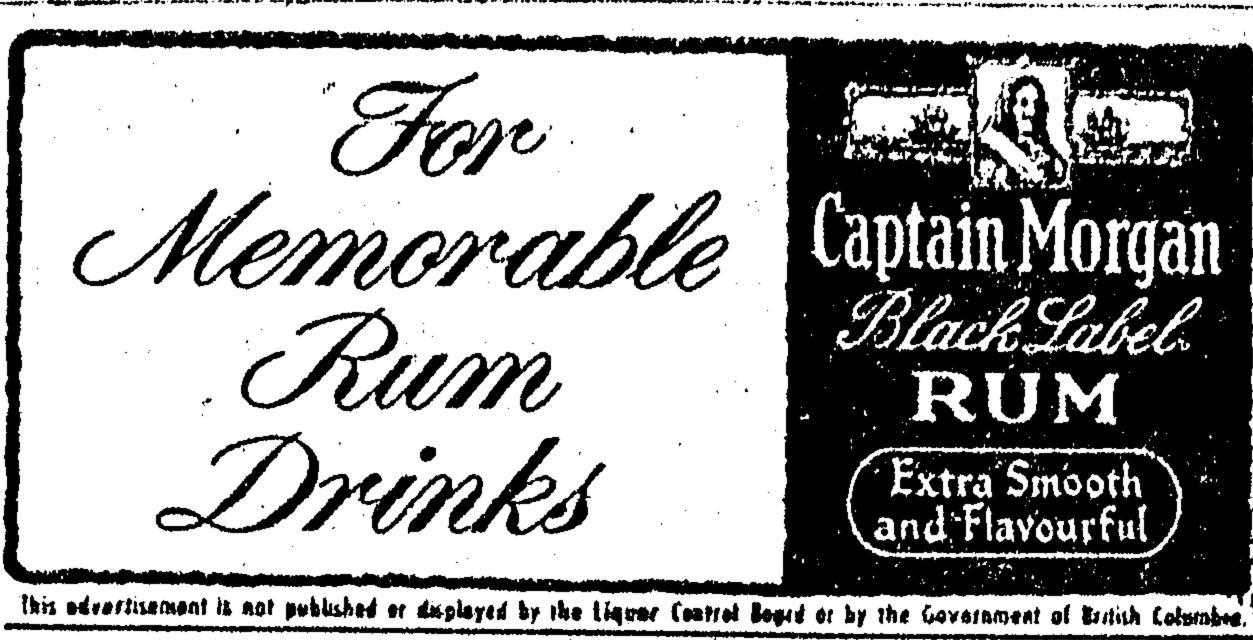
Of the students who do admit taking a drink, almost a quarter drink without the consent of their parents. In this as other categories, girls respond affirmatively far less frequently than boys: 14 per cent of the girls polled on this question answered yes; 34 per cent of the boys.

In the drinking half of the high school population, 62 per cent of the youngsters say they get their liquor at home, Acquaintances have provided drinks for 39 per cent; bars and beer parlors for 11 oper cent of the boys, none of the girls; liquor stores for a little more over 1 per cent; bootleggers for less than 1 per cent. Nowhere in Canada, Katz reports, do teen-agers seem to have any real difficulty in getting liquor when they want it.

The survey seems to demolish at least one widely-held misconception about teen-age drinking. Educators and others concerned with the problem have assumed that many youngsters drink because they feel obliged to "go along with the gang." But asked "Is it difficult to refuse a drink?" only 4 per cent of the students polled answered yes; 93 per cent said no.

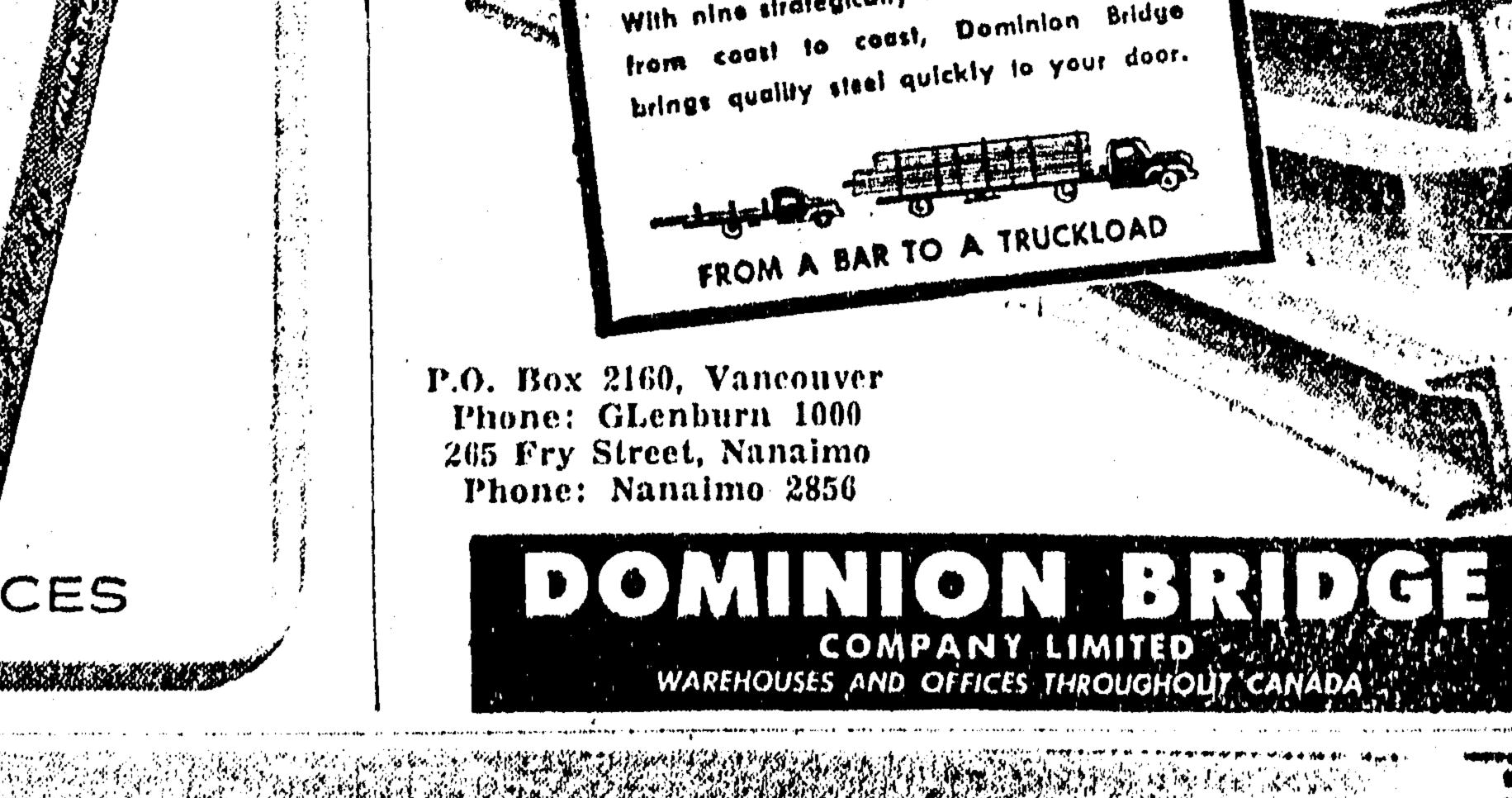
No monopoly

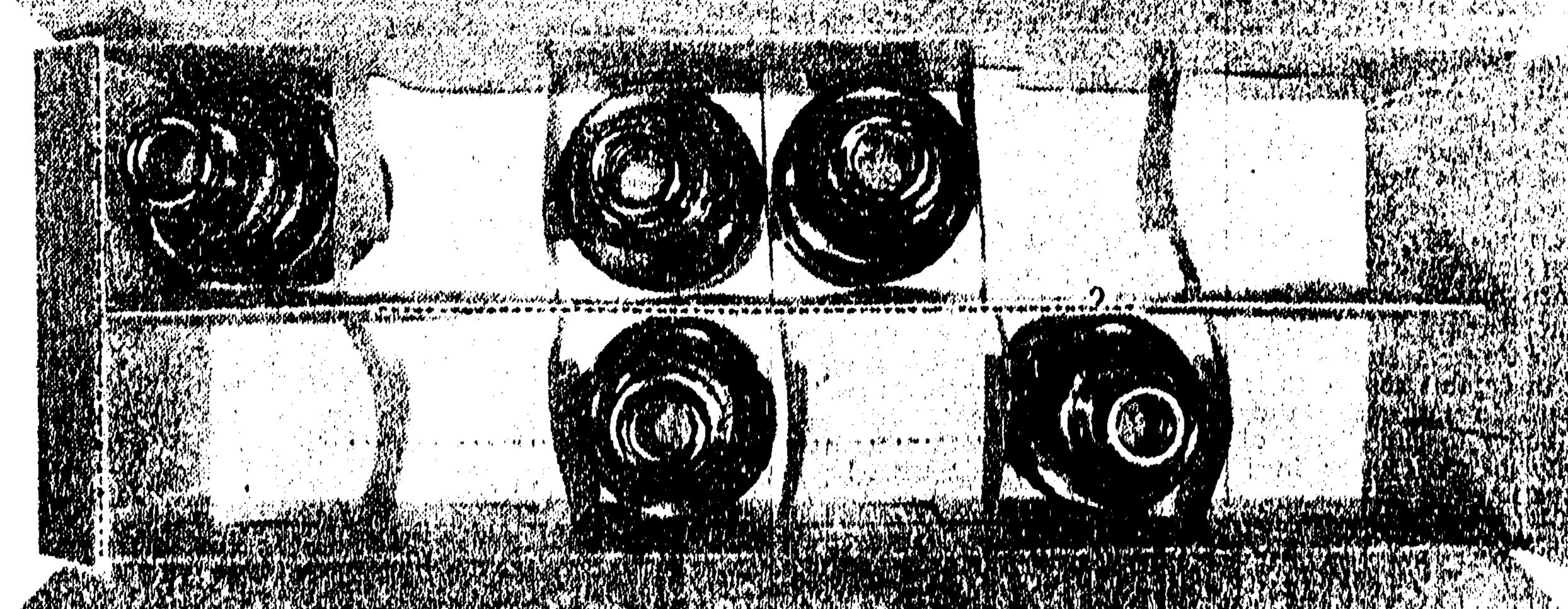
From The Brantford Expositor British farmers are growing 50 per cent more wheat than before the war and many other countries are doing the same. This reminds us that Canada enjoys no monopoly in the wheat field, in fact never did.



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Two of them-Ken Dewar and Norman Forester—will be honored by Canadian Airline Pilots' Association at a testimonaial dinner here Monday night. They are the first regular air-

to nurse Canada into the air age.

INTERPRETING THE NEWS

Hammarskjold's hands tied by President Nasser By JOSEPH MacSWEEN

Canadian Press Staff Writer

The bitter truth about Dag Hammarskjold's mission to Lebanon is that he won't be able to do anything unless President Nasser approves. The United Nations sceretary-general has won remarkable personal respect through his

he can take the pressure of Lebanon unless Nasser is willing. This is just another way of saying that Hammarskjold's hands will be tied unless Russia will co-operate with him, since Nasser now is generally thought to be among Soviet camp

efforts at "quiet displomacy" but few believe

What the undoubted prestige of the United Nations can be rendered impotent in a clash beliveen East and West has been shown in

who UN comittee on Hungary has succeeded in "Boing little more than a sounding board of indignation, practically speaking, in regard to the Russian suppression of the Hungarian uprising of 1956. And the committee continues to be so after the bald announcement of the execution of Imre Nagy and his leading coworkers.

There is an essential difference in that the UN Hungarian committee was nover allowed to conduct an on-the-spot investigation in Hungary, while Hammarskjold and his officers now

have free movement in Lebanon. There's an even more essential difference in The das of th UN Emergency Force in Egypt, where Canadian and other UN soldiers with arms moved in to keep the peace between Israolls and Arabs after the Suez troubles.

It is posible that Nasser and his planners in the United Arab Republic figured that their aims had already been substantially achieved before they agreed to the visit of UN observers

Certainly the pan-Arab plans of Nasser are being served by the fact that the Lebanese fight has taken on aspects of a religious war between Christians and Moslems.

Since practically the whole Lebanese population is composed of Arabs, religious conflict will almost definitely work to the benefit of Nasser. If the Egyptian dictator succeeded only in splintering away the Moslem group from the pro-Western Lebanese government, he would achieve a victory—and so would his Communist friends in Moscow.

If the Lebanese regime of President Camille Chamoun were toppled, Nasser would win not just a victory but a coup in his Middle East political campaign.

It is increasingly clear that in Nasser Russia has captured the most popular figure in the Middle East. The West has no such candidate to command Arab popular feeling.

Thought for the day

One's love for God is equal to the love one has for the man he loves least.-John J. Hugo.

There are more people who wish to be loved than there are willing to love.—Sobastian Roch Chamfort.

Men can work From The

Stratford Beacon-Herald The sack dress is counted on to get us out of the recession. and it may do that, because with all the women wearing thom, the men can keep their minds on their work,

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