

Blackwood on BRIDGE

Muzzy's 3 NT Bid is Downed When Lead is Surrendered to Mrs. Keen

It should not be necessary for a player to study and memorize endless charts, showing how to play every conceivable combination of cards in a suit. In substitution for such time-consuming and tedious efforts I suggest the application of careful thought to each situation as it comes up.

Strict dependence on textbook "rules" tends to stifle the imaginative process and thus robs your game of a certain versatility. If you develop the habit of calm, spur-of-the-moment thinking, you will be pleasantly surprised at the ease with which you arrive at the correct solution to most problems.

VOLDI! In today's deal Mr. Dale led the five of spades and dummy's king won. Mr. Muzzy saw no problem in the hand and in fact there was none. However, his line of play for the tricks created a problem.

Thankful that a heart had not been led, he decided to go after the diamonds by taking a finesse toward Mr. Dale. Even if the finesse lost, he would then have four diamond winners, two spade winners, three club winners and he

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NOTICE

Regulations Pursuant To Section 35
Of The Highway Act --

EXTRAORDINARY TRAFFIC SKEENA WEST DISTRICT

The undersigned, being a person authorized by the Minister of Highways, in writing, to exercise the powers vested in the said Minister in Part II of the "Highway Act" and being of the opinion that certain highways within the Skeena West District are liable to damage through extraordinary traffic thereon, hereby makes the following Regulation, pursuant to Section 36 of the "Highway Act":

- No person shall operate any vehicle over the Northern Transprovincial Highway No. 102 from Usk to Chilcotin Bridge, a distance of three miles, having a maximum gross weight (including weight of vehicle) in excess of 4 tons (8,000 lbs.).
- All load and speed restrictions on the following roads are rescinded effective 12:01 a.m. May 20th, 1957.
 - Northern Transprovincial Highway No. 102, from Edgar Creek to Usk and from Chilcotin Bridge to Pacific.
 - Old Remo Road No. 7.

Dated at Prince Rupert,
B.C. this 16th day
of May, 1957.

H. J. KELSELL,
District Engineer,
Department of Highways,
Court House, Prince Rupert.



South dealer Both sides vulnerable
NORTH Mr. Abel
A K 8 7 5 Q 8 7 3 2 K 8 4
WEST Mr. Dale
Mrs. Keen
Q 10 8 5 4 A 9 4 2 none 9 7 3 2
EAST Mr. Muzzy
J 7 6 K 6 A J 9 6 4 A Q 10
SOUTH South West North East 1 NT Pass 3 NT All Pass

HIGHWAY TOLL CLIMBS

Engineers, Legislators Seek Means To Keep Down Slaughter on Highways

By The Canadian Press

Traffic engineers and legislators across Canada are searching for methods of reducing what seems to be an inevitable yearly rise in fatalities.

A Canadian Press survey of provincial records shows a rise in fatalities this year of about five per cent over last year. So far more than 680 persons have been killed. Figures for April were not available in some provinces.

For the more than 4,000,000 motor vehicles registered in Canada in 1956, the cost in lives was 3,184 and 73,594 persons were injured. In 1955, 2,650 were killed.

CARS USED MORE

For seven provinces both last year's registration and fatality figures set records. Prosperity and leisure have not only meant that more people buy cars, but they use their cars a great deal more each year. In Ontario the figures show an average increase of 1,000 miles a car since 1938.

Ontario, Quebec, Alberta, Manitoba, Saskatchewan, British Columbia and New Brunswick all reported records in both registration and accident fatalities in 1956, and expect this year's figures will be still higher. More than 40 per cent of Canadian vehicles are registered in Ontario. The province had more than 1,710,000 registered vehicles in 1956 while 1,180 persons were killed on Ontario roads.

In most areas, the unprecedented rise in the number of motor vehicles has so far outstripped road building that traffic engineers describe more than 40 per cent of the roads as "intolerable."

AIM FOR UNIFORMITY

Authorities in both Canada and the United States have been working for the last 25 years to establish uniformity of education, legislation and road conditions.

They have sought to standardize roads, highway signs, legislation and education.

In March this year British Columbia passed a new Highway Traffic Act which adapts the uniform vehicle code recommended by the national committee on uniformity of traffic laws and ordinances in Washington.

The code is an ideal which many states and provinces have adapted to their local laws.

Morris Retains IWA Presidency

VANCOUVER (C) — The B.C. district president of the International Woodworkers of America is reported unofficially to have won a majority of votes in a battle over leadership of the union in this province.

Joe Morris was first elected district president in 1953. He was opposed this year by Lloyd Whalen, president of the IWA's Vancouver local.

OTTAWA (C) — Ottawa Rough Riders today announced signing of import tackle Don Choff for the 1957 Big Four football season.

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Though it is too soon to tell what effect the legislation will have in B.C., the fatalities to the end of April were up only one, 64 to 63, over the corresponding period last year. Last year's total of 309 deaths was a record.

FINES INCREASED

Ontario, too, has revised its laws to come more in line with the general pattern. Fines were increased, and minimum levels of insurance set.

Nevertheless, fatalities to the end of April were up almost 17 per cent over the first third of last year.

In the Maritime provinces, where car registration is lower, fatalities were generally below record level.

Last year 152 persons died in Nova Scotia, 16 in Prince Edward Island and 43 in Newfoundland. New Brunswick's toll rose with 151 deaths compared with 137 the previous years. The 803 deaths in Quebec last year set a record.

On the Prairies, Manitoba has had a driver control system which has attracted wide attention since 1956. It involves strict testing, severe discipline and continued education. Drivers under suspension total more than three per cent of the driving population.

Nevertheless, 1956, which increased registration, set a fatality record of 146, up 45 from the previous year. But the first three months of this year are not up from last year's 22.

Saskatchewan is going to go all out in 1957 to promote highway safety through new legislation and establishment of a provincial safety council.

NEW DRUNK TESTS

The legislation this year revised the Vehicles Act and for the first time in Canada passed a law requiring motorists to submit to breath tests when suspected of drunken driving.

A provincial safety council with a full-time manager has been set up to co-ordinate all highway safety operations.

Fatalities for the first third of this year are more than three times as high as the same period last year. There were eight in 1956, and 30 in 1957. Last year's record of 134 fatalities was only slightly up from the previous year.

For Alberta, 1956 was a record year with 257 deaths compared with 209 in 1955. Alberta uses a "pink card" system to identify drivers whose cars are insured. An uninsured car involved in an accident is immediately impounded.

the chap in the RED CAP

double checks the triple filters



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6 Prince Rupert Daily News
Friday, May 17, 1957

Road Blasting, 'Real Danger'

VANCOUVER (C) — CCF MLA Tony Gargrave claimed Thursday there is "real danger" to passengers and train crews on the Howe Sound section of the Pacific Great Eastern Railway during overhead highway construction.

Gargrave, one of 21 passengers taken off the train at mile 16 Wednesday and brought to Horseshoe Bay by speedboat, said in a statement "passenger service should never have been commenced until all the main blasting on the highway was completed."

He said residents of Woodfibre, Britannia Beach and Squamish are "completely exasperated" by the regular local PGE service because of delays.

CAPITOL

Today and Sat. 7--9 p.m. Mat 2:00 -- 4:15 p.m.



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