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The Aurora

The weekly newspaper of Labrador West

Vol. 2 No. 19

AURORA, LABRADOR, AUGUST 12, 1970

PRICE 10 CENTS

Local news briefs

Stock market column

Church and social calendars

Full page of sports

News from national papers

Solve-a-crime

Television listings



Cadets A. Clowe, B. Lawrence, G. Hunt, J. Walsh, W. Normore and A. Delahunty of RCSCC Labrador enjoy an afternoon's sailing at the 1970 Sea Cadet training centre, CFB Cornwallis, Cornwallis, N.S.



Tennis continues to be very popular. Here we see instructor June Saunders (center), with members of the Cariboo Tennis Club. (Biron Photo).



Maple Leaf brand - Boneless, smoked Midget

COTTAGE ROLLS

85^c lb.

ROULES COTTAGE

Midget, fumes desosses -- Maple Leaf



Frozen - boneless

FRONT VEAL ROLLED lb. **99^c**

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Economical - salted

BEEF BRISKET lb. **53^c**

Poitrine de boeuf sale - economique

Swift brand

TASTY WIENERS Pqt. 1 lb. **59^c**
Pkg.

Saucisses fumees Swift

Swift - lazy maple

RINDLESS BACON Pqt. 1 lb. **89^c**
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Maple Leaf - economical, wax

BOLOGNA by the PIECE lb. **47^c**

Bologne cire aux morceaux

EVERYTHING GUARANTEED! TOUT EST GARANTI !

We reserve the right to limit quantities
Nous nous reservons le droit de limiter les quantites
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Domino
LIQUID BLEACH
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concentre 128 oz.
Domino cont.

Salada orange pekoe
TEA BAGS
The Bte. **87^c**
en Sacs 60's
Salada O.P.

Legion
STANDARD PEAS 4 btes **95^c**
Pois qualite reguliere 19 oz. tins

Domino Canada
CHOICE TOMATOES 3 btes. **\$1.00**
Tomates Domino - Canada de choix 28 oz. tins

Aylmer
CREAM STYLE CORN 2 btes. **53^c**
Mais en creme Aylmer 19 oz. tins

Campbell's vegetable or
TOMATO SOUP 6 btes. **\$1.00**
Soupe aux tomates ou legumes 10 oz. tins

V-8
VEGETABLE JUICE 2 btes. **45^c**
Jus de legumes V-8 19 oz. tins

Johnson's - List price \$1.19
BABY POWDER Format **91^c**
Poudre pour bebes 14 oz. size

California No. 1 - sweet, delicious

FRESH NECTARINES lb. **39^c**

Nectarines fraiches de la Californie No. 1 sucrees, delicieuses

en vrac Bulk

From South Africa - sweet, juicy, size 88

OUTSPAN ORANGES Doz. **99^c**
Douz.

de l'Afrique du Sud - sucrees, juteuses, gros .88

Quebec No. 1 - crisp - None priced higher

GREEN CABBAGE each **29^c**
chacun

CHOUX verts du Quebec No. 1
Aucun a prix plus eleve

From U.S.A. Canada No. 1 - tasty

CARROTS CELLOS lbs. **5.79^c**

Carottes en cellos des E.U. - No. 1 du Canada



MAGASINEZ EN TOUTE CONFIANCE! Toutes les viandes et produits de viandes vendus au Dominion, frais, congelés ou traités, sont INSPECTÉS PAR LE GOUVERNEMENT!

DOMINION

● **CENTRE D'ACHATS CAROL LAKE SHOPPING CENTRE, LABRADOR CITY**
et-and ● **WABUSH PLAZA, LABRADOR**

The local scene

Understand activity has really picked up at Mount Wright. The caretaker staff of three or four which manned the camp during June and July have now been joined by over 200 workers, and we hear further, that this number will be increased considerably over the next few months. So it seems closer to "go" for the Q.C.M., Mount Wright project.

next season. This will go far to ease the pressure on present facilities.

See the white line on the Airport access road has finally been painted. And while not a professional job, it does provide a dividing line, and also eliminates the scars of the first attempt. How about it those responsible! Why not prepare and carry out this work in late June? The road between our twin towns seems to deteriorate, almost daily, and unless some repairs are made soon it will probably be a "real mess" next spring.

Finally solved the mystery of the neat clearing to the rear of the Curling Club, near the Arena. No it isn't a parking lot; but a new ball field. It is hoped to erect a backstop this year and prepare the grounds for activities



SEA CADETS VISIT GRAND PRE NATIONAL PARK - These three Sea Cadets ponder the injustices done to Evangeline and her lover, Gabriel, during a recent citizenship tour. The Cadets are Gary Corbett of Deer Lake, Nfld., Larry Preseau of Sudbury, Ont. and Robert Butler of Labrador City, Nfld. Citizenship as well as semi-military training plays a big part of the six week specialist course these boys are attending in CFB Halifax.

The lighter side

DOG DAZE: He had been bitten by a dog, but didn't give it much thought until he noticed that the wound was taking a long time to heal. Finally he consulted a doctor who took one look at it and ordered the dog brought in. Just as he had suspected, the dog had rabies. Since it was too late to give the patient serum, the doctor felt he had to prepare him for the worst. The poor man sat down at the doctor's desk and began to write. His physician tried to comfort him.

"Perhaps it won't be so bad," he said. "You needn't make out your will right now."

"I'm not making any will," replied the man. "I'm just writing out a list of people I'm to bite!"

THE PANHANDLER: "Could you let me have a dollar for a stiff drink?" the panhandler asked.

"But why spend it all on booze?" asked the baffled pedestrian. "I could never work up the nerve to beg if I was sober!"

TALENT SCOUT: "I understand your wife is a finished soprano."

"Not yet; but the neighbors almost got her last night."

THE PROBLEM: The beautiful girl was talking to the psychiatrist about her problem.

"It's really alcohol, doctor. Every time I have a few drinks I get this terrible compulsion to make love to the nearest man."

"I see," the doctor nodded. "Well, suppose I mix a couple of martinis and we'll talk about it."

DOPE: "What," asks one man, "is the latest dope on B & Street?"

Replies the second man: "My son."

THE GOLDEN RULE: "You should forgive your enemies."

"I may eventually. But first I'd like to give them a lesson so they'll understand my forgiveness is generous and strictly voluntary."

RAPE: The rape case was being tried in Los Angeles and the victim, a movie starlet, was on the stand. "Can you identify the man?" she was asked.

"That one," she said, pointing.

"And when did the alleged rape take place?"

"The last part of June, all of July and August, and most of September."

THE GOURMET: The haughty matron was in the supermarket, trying to decide on a cut of meat at the butcher's counter.

"How about a nice ox tongue?" the butcher suggested. "It's delicious when served with spinach."

"What?" said the woman. "Do you think I'd eat anything that's been in an ox's mouth?"

"Look," the butcher said, you already bought eggs!"

READIN AND WRITIN: "Of course it's important that you learn to spell and write," said the teacher to her class. "Otherwise, how will you ever be able to make your picket signs?"

**Home —
owners
ad
column**

ROOM TO RENT: For one or two single males or females. Please call 944-5421.

WANTED: A woman to come in 5 days a week and care for a child of 16 months, while mother works. Call 944-5809.

FOUND: A child's tricycle. Color green and white. Owner call 282-6855.

FOR SALE: Plastic coated wire fence 18" high 230 ft. long. Phone 944-2939.

Dixie Lee Fried Chicken TAKE-HOME MENU

Sir Wilfred Grenfell Hotel
WABUSH



IF YOU LIKE CHICKEN — YOU'LL LOVE DIXIE LEE		
DIXIE SNACK 2 Pcs chicken with french fries \$1.05	DIXIE DINNER 3 Pcs chicken, french fries cole slaw and roll \$1.55	ECONOMY BOX 10 Pcs chicken \$3.60
DIXIE BUCKET (4-6 Persons) 12 Pcs chicken french fries and rolls \$4.95		DIXIE BARRELL (7-10 Persons) 20 Pcs chicken \$5.95

NO WAITING

Phone 3221

FAST SERVICE

The Aurora

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Editorially speaking

RADIO SERVICE: With reference to our editorial of last week: the linking of Happy Valley to the Provincial network, while increasing the quantity of Newfoundland content, does nothing in the way of providing local radio service to Labrador City - Wabush. When we say local radio station we mean a radio station located and operated in one of our Twin Towns.

Where else in Canada is there a joint community of nearly 12,000 people dependant on a second rate radio service over 200 miles distant? Where else in Canada have people got to listen to "Groping Gordie" and "Screaming Sue". Yes, have to listen, because there is no satisfactory, alternate English service available during daylight hours.

So we are on the Provincial Network and this will probably prove a step in the right direction. But as regards our overall Radio Service; it cannot be satisfactory until a station is in operation locally.

THE "Y" AND TWIN TOWNS, WESTERN LABRADOR: Several weeks ago two representatives of the Montreal "Y" visited our area. Some 7-8 years ago it was suggested that the Y.M.C.A. be asked to establish a branch here. However nothing developed. Over the years attempts to provide a spot for our young people (17-22) to meet, have for various reasons, all failed.

Why not another look at the "Y"? We would suggest that next month, before the majority of our service and community clubs, make their activity plans for the forthcoming season, a joint (Labrador City - Wabush) meeting be held to look into the possibility of supporting a branch of the Y.M.C.A. - Y.W.C.A. in this area. We feel it would certainly provide a long overdue facility.

PROVINCIAL PREMIERS MEET: Last week another meeting of the Provincial Premiers was held, this time in Winnipeg, and as usual the "only living father of Confederation" J.R. Smallwood, was absent. Seems about four or five years ago "O.L.F." decided these conferences were of little importance to him, so why attend with the other 9 Premiers (who felt they were very important)? Of course this year at the same time the conference was being held, our Premier had an announcement to make on the construction of a Fifth paper mill at Stephenville. We still haven't seen the 3rd or 4th as yet. So let's hope construction on No. 5 starts before the 1990 election.

Phone
282-6877
or
282-6632

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Blue Star - O'Keefe
Molson's Canadian



Home Delivery Service:
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to 9 p.m.

Warehouse Pick-up Service:
Monday to Saturday 9 a.m.
to 9 p.m.

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Cooler Service permitting us
to provide our customers
with chilled beer at all times.

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9 p.m.

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Visitors are impressed

The Editor,
Labrador Aurora,

Dear Sir;

Mrs. DeWitt and I have just returned from a vacation to northeastern Canada which included three days at Labrador City and I thought you might be interested in my impressions and reasons for choosing this part of Canada.

In the early 1950s I read an article about the building of the Quebec North Shore and Labrador RR and decided I wanted to ride on it. I even went so far as to write them a letter. Word came back very soon giving schedules etc. but a note that I better know where I was staying at Schefferville as there were no hotels. I placed this information in my vacation files for future use.

When 1970 came around, Labrador seemed the ideal destination and plans were started last February. I first wrote the Sir Wilfred Grenfell Hotel and the Royal Hotel in Schefferville. The Sir Wilfred Grenfell was the only one that answered so that gave Labrador City a definite edge. As I thought the matter over, Labrador City had two other advantages (1) I could say that I slept in Labrador and (2) arrival time by train would be about 2 hours earlier in Labrador City. Plans crystallized and hotel reservations were confirmed last May. I then wrote the Chamber of Commerce and the Iron Ore Company. I received a very informative letter from Phyllis Moore and Mr. LaFitte wrote a long letter sending a great deal of literature about the plant and the city. He was also most kind to check with the Sir Wilfred Grenfell to see that our reservations were firmed up.

We finally set out from Kingston on June 30th with the idea of a leisurely trip to Sept Iles. We arrived on July 6th and the next day were at the station before the train was ready for loading. We soon found that the Labrador City car was the last one and being an old railroad buff, nothing could please me more. I was careful to take a seat on the river side of the car and the scenery for the first 100 miles far surpassed anything I have ever seen in my life.

We had not left the station before we made the acquaintance of Mr. and Mrs. Fred Packwood of Labrador City who were returning from a months vacation at their former home in Newfoundland. Fred and Madeline were most helpful in giving us information about Labrador City that we would not have known but for their presence. We soon found that there were three other couples on the train who, like ourselves, were interested in riding the QNS & L. One was bound for Labrador City and two for Schefferville. I have ridden on many trains in my lifetime and never saw a road-bed in as near perfect condition as the QNS & L. When we would meet the ore trains in route to Sept Iles, we could easily see why the railroad was taking no chances of a derailment. As we met these

trains Fred would tell us whether it was from Labrador City, Wabush, or Schefferville.

We arrived at Labrador City about 12:30 A.M. and I shall never forget the sight of the street lights of the town as the train pulled into the station. The next favorable impression was the speed with which taxis arrived to take all passengers to their destination. We were at the hotel at 12:45 and Mr. Rudkowski did a good job of finding sleeping quarters for three parties and only two rooms. Our quarters equalled those of any hotel I have stayed in the United States.

The next morning City Motors had our rental car delivered right on the dot of 10:00 A.M., according to reservations of six weeks previous. We found this an especially good way to see the city and I pay high tribute to City Motors for their attention to detail. For a moment the boy who delivered the car was in a bit of a quandary when we both discovered that my driver's license was back in Sept Ile. This was finally resolved when Mrs. DeWitt opined that she had her license. The two things that impressed us most about Labrador City was its cleanliness and the fact that the streets were laid out so that no thru traffic would pass thru the residential section. The absence of "hippies" was also a welcome relief. During our ride about the city we visited the Golf Course and found that the man responsible for making the grass grow was 84 years old. The surprising thing about this was that he could do such a fine job and 2nd that any person past 70 would have the vitality to move to a new community and take up active employment. We then drove around the city and admired the large Apartment House, Plaza, Hospital, Churches and Ski Jump. Finally we made a call on Fred Packwood at his home. A stop at the railroad station was made to say "Good bye" to our friends on the train who were staying only one night.

The next day we kept our appointment with Jim LaFitte to see the mines and he assigned Pat Maher and Dave Beresford to

give us a 2½ hour tour. This was an experience I shall never forget. The manner in which nearly everything is automated is almost beyond belief. I was especially impressed that the seven mile railroad from the mines to the plant was completely automatic and carried more tonnage per year than any railroad in the world. Dave was very helpful in getting a rock sample with a high percentage of iron and Jim gave us vials of the finished product that goes to finishing mills in the United States and Canada.

On Friday morning came another highlight of the trip when we visited the houses being constructed in the new development. My life has been spent in the Savings and Loan business which is the main source of money in the United States to finance the building of new homes and the purchase of used ones. The way in which this construction was being done proved most interesting and all of the people that we talked with were able to give us the information we wanted.

In the course of our visit we probably talked with over 100 people and everyone was most cordial and willing to answer any questions we asked. It was especially pleasing to find "English" the prevailing language. This was understandable when we realized that Labrador is a part of Newfoundland Province and most of the inhabitants came from Newfoundland.

I also want to take this opportunity to pay tribute to the quality of the staff of the Sir Wilfred Grenfell Hotel. Everyone from Mr. Rudkowski, Mr. Hosie, Geraldine Dooley and others at the desk, dining room personnel, and maids did everything possible to make our three days pleasant. The food equalled that of any of our local hotels.

As we came back to Kingston last week, Mrs. DeWitt and I both agreed that this was one of the best vacations we have ever taken. Our stay in Labrador City was one of the highlights.

Sincerely yours,
Deweese W. DeWitt
Richmond Parkway,
Kingston, New York.

Social and personal

Congratulations to Mr. and Mrs. Tom Maddigan who are the proud parents of a baby boy. This is their first child.

Mr. and Mrs. Vern Pattison arrived back from their vacation last week. They visited Bathurst, N.B. and spent a week in Windsor, Nfld., as guests of Mr. and Mrs. Jim Hogan.

The following are amongst those vacationing at present. Mr. and Mrs. R. Parsons, Mr. and Mrs. Don O'Leary, Mrs. Pat Koch, Mr. and Mrs. Jerry Ford, Mr. and Mrs. Ed Hunt, Mr. and Mrs. Jim Farrell, Mr. and Mrs. Dave Grange and family.

Congratulations to Mrs. Ed. Bonnell who recently celebrated a birthday.

Mr. and Mrs. Roland Cumby and family returned recently from Prince Edward Island, where they spent their annual vacation.

Mrs. Roy Andrews and family returned from Nfld. where they spent two weeks visiting relatives.

Mrs. Nita Wood spent the weekend visiting her son, daughter-in-law and granddaughter at St. John's, Nfld.



ONTARIO TOURIST INDUSTRY BOOMING: Ontario's tourist industry had another record-breaking year in 1969, easily retaining its position as Canada's tourist leader. Ontario pulled in more than \$565 million from United States and overseas visitors last year.

Its total travel earnings, including Canadian spending, topped \$1.7 Billion. Ontario residents contributed about half of this total \$850 million. Tourism directly employs 10% of the province's work force. Ontario recognizes

the importance of tourism to its economy and more money is spent each year to encourage and promote it. The budget for 1970-71 is \$7.9 million, compared with \$7.6 million in 1969-70.

"The budget increase was kept at about 5% because of the current fiscal climate in government," said F. Boyer, executive director, Department of Tourism and Information. Normally it would be bigger. This figure excludes special promotions for such attractions as the Ontario Science Centre, Shaw Festival at

Niagara-on-the-Lake and the Stratford Shakespearean Festival. And for the first time this year, Metropolitan Toronto will spend \$200,000 promoting tourism.

To keep its position as Canada's No. 1 tourist market, Ontario is continually researching potential markets and changing the emphasis of its promotion. In 1969, the Travel Research Branch of the Department of Tourism completed six major studies and 30 small research projects on all phases of tourism.

"The department is making a significant change in the direction of its promotion fund this year too," says Boyer. Because of the potential home market, 30% more money will be spent to encourage Ontarians to see their own province. Here are some of the Department's other plans for 70-71.

1. Increased emphasis on its advertising and promotions plans in Ontario as a year-round vacation destination. More advertising dollars will be spent in the fall and winter months. Snowmobiles, now numbering 120,000 are giving the winter season the

push it needs. Many resort and motel operators are winterizing their buildings for year-round operation, the department reports.

2. Department is shifting its advertising budget from print to television. The Canadian Government Travel Bureau advertises extensively in magazines and newspapers in the U.S. By concentrating on television, the Department complements rather than duplicates the federal governments efforts. It believes it can also zero in more effectively with T.V., on the 23 major U.S. markets that represent 90% of its U.S. business.

3. Department has appointed a representative based in London, England, to develop the overseas for Ontario.

4. Joint advertising and promotion programs with Quebec on Heritage Highways will be continued. For the first time, the Highways trip, from Niagara Falls to Gaspé, will be promoted to Quebec and Ontario residents. To date, promotions have been in the U.S.

CUSHION AIR RIDE FROM BRITAIN TO FRANCE: You can cross the Channel in under 40 minutes when you board the Hovercraft ferry.

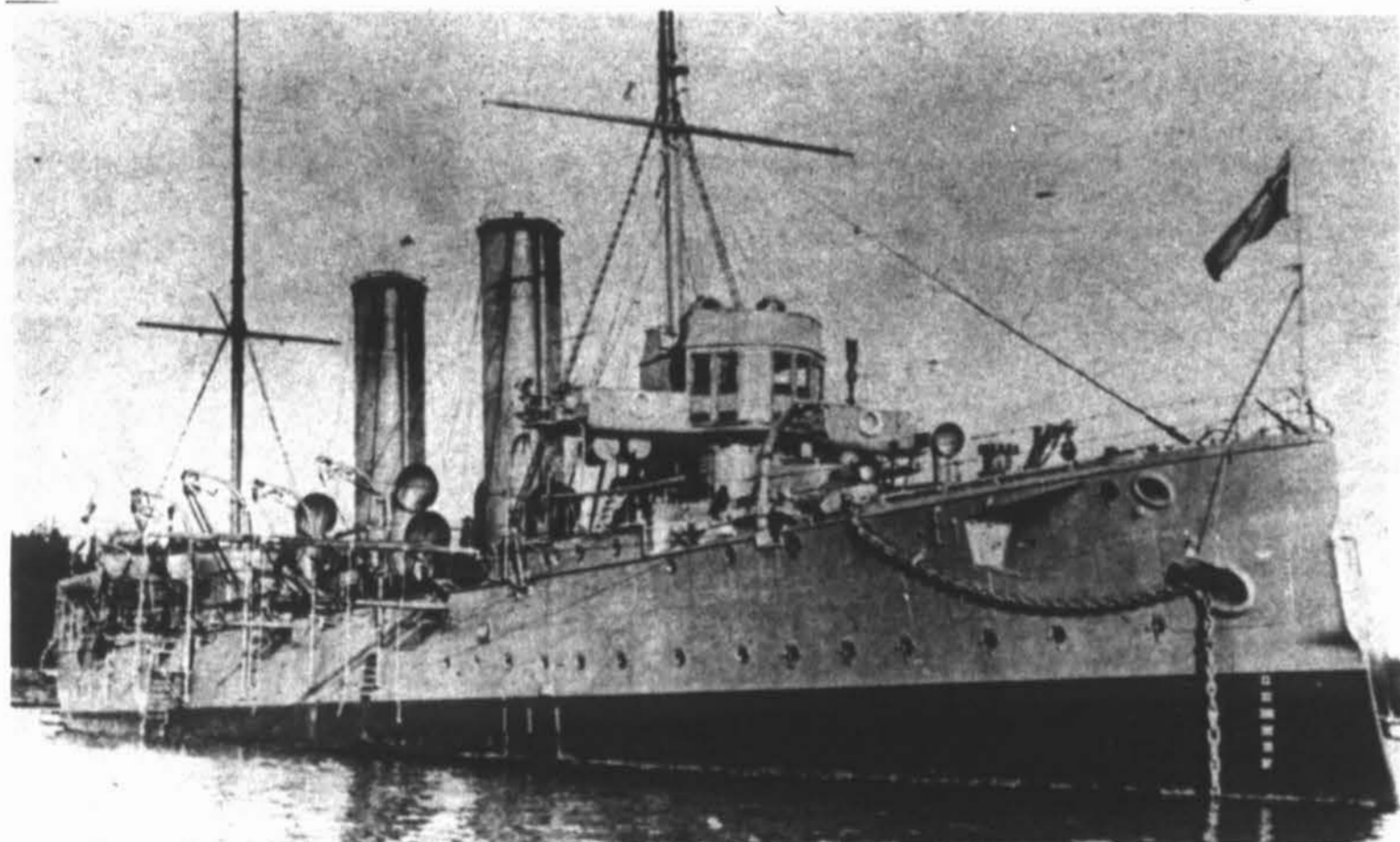
The Hovercraft service across the English Channel is winning new interest among travellers to Europe. It flies you across in 35-40 minutes on a cushion of air, about half the time taken by the channel ferries. Inaugurated a few years ago by British Rail-International

and Hoverlloyd Reservations, the service runs between Dover and Boulogne (by BRI) and between Ramsgate and Calais (Hoverlloyd). At least 10 round trips daily are scheduled by each service during August and September. Prices are comparable, about \$7.00 per person, with weekends about \$1.00 more.

Driving a car in Europe this summer? No problems. Each Hovercraft accommodates 35. Bus travelers in Paris or London can get nonstop service to the channel hoverports. Alternately, there is free bus transportation from city centres close to all four hoverports.

For the first-time rider, it is great fun. From the moment the propellers start whirring, you feel the craft's power. You feel the rise off the land, much like the lift of a helicopter, and before you know it, there's spray on the window and you're cruising over the sea at 55 miles per hour. The startling aspect comes when the Hovercraft reaches shore. Effortlessly it will slip from the water and onto the sand. The 186 toncraft seem more like a big airliner than a ship from the sea. Hovercraft people feel the same way, for the trips are termed "flights" and the whole operation resembles an airline.

Drinks are served in "flight" and the "stewardess" dispenses cigarettes and duty free liquor. All in all it is an experience and an enjoyable one.



The second ship in the RCN was H.M.C.S. Rainbow, a light cruiser which saw service on the west coast. A member of RCL No. 47 served on this ship. Norm. B. can supply further information

Mind teaser

Johnny, when asked where he ranked in his graduating class of some 200 students, ovasively replied, "If you divide my number by 2,3,4,5, or 6, there is always a remainder of 1; but if you divide it by 11, there is no remainder." What was Johnny's class rating?

ANSWER

121st. This of course is the lowest multiple of 11 which, when divided by 2,3,4,5, or 6, leaves a remainder of 1 in each case.

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W. Roberts, Branch Manager.

TIME WAS...

when average life expectancy was 22 yrs.



Back in the days of the Roman Empire, people only lived a short time. Today in the United States, life expectancy is 70 years!

CITY DRUGS LTD.

SHOPPING CENTER - LABRADOR CITY

TELEPHONE 944-2448 or 5395

Labrador West television guide

WEDNESDAY, AUG. 12

3:30 - EDGE OF NIGHT
 4:00 - STRANGE PARADISE
 4:30 - TAKE THIRTY
 5:00 - HISTORY MAKERS
 5:30 - ULYSSE ET OSCAR
 6:00 - BOITE A SURPRISES
 6:30 - BANANA SPLITS
 7:00 - GREEN ACRES
 7:30 - DEBBIE REYNOLDS SHOW
 8:00 - LA BOHEME
 8:30 - ENQUETEURS ASSOCIES
 9:00 - McQUEEN
 9:30 - COMEDY CRACKERS
 10:00 - BONANZA

11:00 - ALL AROUND THE CIRCLE
 11:30 - CBC NEWS

THURSDAY, AUG. 13

3:30 - EDGE OF NIGHT
 4:00 - STRANGE PARADISE
 4:30 - TAKE THIRTY
 5:00 - ARTHUR & THE SQ. KNIGHTS
 5:30 - ULYSSE ET OSCAR
 6:00 - BOITE A SURPRISES
 6:30 - BANANA SPLITS
 7:00 - MAN AT THE CENTRE
 7:30 - DORIS DAY
 8:00 - MARIE MORGANE
 8:30 - DONALD LAUTREC
 9:00 - HERE COME THE STARS
 10:00 - THURSDAY NIGHT
 11:00 - CBC NEWS

FRIDAY, AUG. 14

3:30 - EDGE OF NIGHT
 4:00 - STRANGE PARADISE
 4:30 - TAKE THIRTY
 5:00 - BIRDMAN & GALAXIE TRIO

5:30 - ULYSSE ET OSCAR
 6:00 - BOITE A SURPRISES
 6:30 - WORLD OF MAN
 7:00 - JULIA
 7:30 - SINGALONG JUBILEE
 8:00 - BILL COSBY SHOW
 8:30 - NATURE OF THINGS
 9:00 - CHAPEAU MELON
 10:00 - MISSION IMPOSSIBLE
 11:00 - CBC NEWS
 11:20 - FEATURE FILM Shield for Murder

SATURDAY, AUG. 15

3:30 - HI DIDDLE DAY
 4:00 - KLAHANI
 4:30 - LAUREL AND HARDY
 5:00 - LASSIE
 5:30 - TBA
 6:00 - BUGS BUNNY SHOW
 7:00 - GALLOPING GOURMET
 7:30 - ONCE MORE WITH FELIX
 8:00 - ZOOM
 9:00 - CFL FOOTBALL

11:30 - CINEMA
 Guerisseur Le Guerisseur
 SUNDAY, AUG. 16

3:00 - INTERNATIONAL ZONE
 3:30 - THE GROUP
 4:00 - AUX PAYS DES GEANTS
 5:00 - MY WORLD & WELCOME TO IT
 5:30 - THE MUSIC MACHINE
 6:00 - WALT DISNEY
 7:00 - QUELLE FAMILLE
 7:30 - ATOMES ET GALAXIES
 8:00 - ED SULLIVAN SHOW
 9:00 - FORSYTE SAGA
 10:00 - CANADA AT WAR
 10:30 - WEEK-END

MONDAY, AUG. 17

3:30 - EDGE OF NIGHT
 4:00 - STRANGE PARADISE
 4:30 - TAKE THIRTY
 5:00 - BELLE AND SEBASTIAN
 5:30 - ULYSSE ET OSCAR
 6:00 - BOITE A

SURPRISES
 6:30 - PLACE OF YOUR OWN
 7:00 - MUSIC TO SEE
 7:30 - 5 YEARS IN THE LIFE OF
 8:00 - GOVERNOR & J.J.
 8:30 - BOLD ONES
 9:30 - CONCERT POPULAIRE
 10:30 - TBA
 11:00 - CBC NEWS

TUESDAY, AUG. 18

3:30 - EDGE OF NIGHT
 4:00 - STRANGE PARADISE
 4:30 - TAKE THIRTY
 5:00 - H.R. PUFNSTUF
 5:30 - ULYSSE ET OSCAR
 6:00 - BOITE A SURPRISES
 6:30 - DRESS REHERSAL
 7:00 - NFLD. NEWS DIGEST
 7:30 - HAPPY DAYS
 8:30 - NAME OF THE GAME
 10:00 - FORMAT '60
 11:00 - CBC NEWS
 -(Programs are subject to change).

Reduce the easy
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AMOUNT OF LOAN	MONTHLY PAYMENT PLANS					
	60 months	48 months	36 months	30 months	24 months	12 months
\$ 100	\$.....	\$.....	\$.....	\$.....	\$6.12	\$9.46
300	.....	.....	.....	.....	18.35	28.37
550	.....	.....	.....	23.73	32.86	51.24
1000	.....	.....	.....	41.45	58.11	91.56
1500	.....	.....	60.47	.....	.....	.....
2500	.....	77.16	94.48	.....	.....	.....
3000	.....	92.59	113.38	.....	.....	.....
4000	107.53	123.46	151.17	.....	.....	.....
5000	134.41	154.32	188.96	.....	.....	.....

Above payments include principal and interest and are based on prompt repayment but do not include the cost of life insurance.

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 Corporation of Canada

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 Carol Lake Shopping Centre..... Telephone 2647
 Ask about our evening hours



CBC PARIS CORRESPONDENT - Fluent in French, David Halton, seen above with his wife, is also an expert on the Russian writer Dostoevsky. He is the CBC television and radio correspondent in Paris. A few years ago, Halton was stationed in Moscow and met Natasha Nikolayevna. The story goes that he hated every minute of his assignment until he met Natasha and that he then did everything but refuse to leave the country until he could take Natasha with him. They were married in the famous Palace of Weddings in Moscow in late 1967 and Halton has been the CBC's man in Paris ever since.

On the local scene

Aurora learned last week, that although a firm contract had not been awarded, contractors in Labrador City have been asked if it would be possible to construct a further 85 homes this year. Rumor has it that the interior of these houses would not be finished this year so that if expansion did materialize they could be used as bunkhouses.

Wish to contragulate both Local Improvement Districts on the fine appearance of the grassed areas in Labrador City - Wabush. Can't recall seeing the towns as green! (This is not meant as a pun). To really appreciate the overall scene, one has to view the area from one of the mountains or by plane. Too

bad the Avalon Drive approach to Labrador City had to be "trenched" just as it was really looking good.

Names in the news: Congratulation to Tom Riggs of Wabush on his recent election, at the Nfld. Federation of Labor Convention, as Northern Vice-President. Also to Paul Burchert of Labrador City, on his election to the executive of the Provincial Fire Chiefs Association.

A look at evolution

The human body contains miles upon miles of nerves, many yards of intestines and in middle age has a little over two hundred separate bones. It contains many billions of cells which is the basic unit of all living things. To give you some idea of the size of a cell - it would take fifty cells of average size to cover the period at the end of this sentence. Cells group together to form tissues which in turn group together to form organs of which we have the lungs, the heart and the kidneys etc. Organs are grouped to form systems such as the digestive system etc. All the systems form an individual.

We need only look at one particular part of the human body to discover how miraculously it has been formed. Take, for example the highly elastic organs called lungs which are fitted with millions of tiny membranous air sacs or the two bean-shaped organs called kidneys through which gallons of blood pass each day to be cleansed of its waste material.

The human mind, capable of that miraculous process called 'thinking' or learning causes man to stand out in a class by himself, being far different than any other life we know. Scientists like to believe that man is closely related to all other forms of life, that his brain is merely an improved animal brain and that man himself is the result of that theoretical process called evolution. But is this so? What does the theory of evolution

mean to you? Have you ever examined the facts for and against or have you blindly accepted the vague assumptions of the evolutionist?

Although other forms of life such as the chimpanzee dog etc., are capable, it seems, of learning to a very small degree, yet they can never learn and think as man does. All his actions are the result of instinct. He is never capable of improving his surroundings; never capable of acting on pre-conceived ideas. The learning process for any life other than that of man is very prolonged and it is only by showing a dog that you are pleased or displeased with his actions (by slapping him or giving him food) that he will eventually be able to carry out some very limited commands.

Why do we pretend to believe that anything so intricately constructed as man could simply have accidentally originated? Is it because the evolutionist, the biologist, the palentologist, the zoologist etc. assert that the theory of evolution is no longer a theory but is indeed really a fact. They think they have conclusive evidence. Are we afraid to examine the facts for ourself; dig up all the information for and against the theory of organic evolution and prove to our own satisfaction whether or not such marvelous things as the human eye, the nervous system and the miraculous information built into that part of a cell called the genes, could have originated simply by accident.

Would you believe that the automobile formed itself accidentally from the heap of steel, tin and other material in the junk yard? You might say that's a ridiculous thing to believe. Of course, the odds against this ever happening are tremendously great, yet for many years, intelligent men everywhere have been saying that a similar but far greater formation took place, quite by accident, simply by the mere coming together of the elements somewhere on our lifeless planet millions of years ago. The event to which I refer is, of course, the origination of life which, it is assumed has continually evolved until today man stands at the top of the evolutionary ladder.

Where does man go from here? In the book 'Adventures with Animals and Plants' by E. Kroeber and W.H. Wolff, it states "the theory that new types arise from preceding types, the more complex forms appearing as the descendants of the simpler ones, so that all living things bear a relationship to one another is called the theory of evolution". All information that scientists has been able to obtain show that man today is the same as man thousands of years ago. If the above statement is correct, we can expect man to become more complex or give way to some other form of life more developed than man. However, the statement may not be correct. In that case, man shall continue to be the only form of life capable of that process called 'learning.'

by Lawrence Jacobs

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Lawyer - Advocate
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Church calendar

OUR LADY OF PERPETUAL HELP

Rev. J. Laperriere, O.M.I. and
Rev. F. Lemire

SUNDAY

9:00 a.m. - Mass
11:00 a.m. - Mass
5:00 p.m. - Mass French.
7:00 p.m. - Mass
Weekday Masses at 8:00 a.m.,
5:00 p.m. and 7 p.m.

ANGLICAN MISSION OF LABRADOR WEST

St. Paul's, Labrador City, Rev.
W.J. Bellamy, B.A.L.Th.

For the month of August and
for September 6th, the schedule

for the Anglican Mission of
Labrador West is as follows:

ST. PAUL'S CHURCH LABRADOR CITY

Worshipping with Carol
United Church at 11:30 a.m.
each Sunday. No other Services
or meetings.

ST. PETER'S CHURCH, WABUSH:

No services. The congregation
is welcome to attend services at
Christ Church each Sunday at
2:00 p.m. or Carol United
Church at 11:30 a.m.

CAROL UNITED CHURCH Rev. William Mayberry

11:30 - Morning Worship
7:15 - Evening Worship
10:00 to 11:30 -
Kindergarten and Nursery
School.
10:30 - Sunday School for
Primary and Grade 1.
Saturday - 7:00 p.m. Junior
Choir.

SALVATION ARMY Captain Harold Rideout

11 a.m. - Holiness Meeting.
2:30 p.m. - Sunday School
7:30 p.m. - Evangelistic
Service.

OUR LADY OF THE ASSUMPTION, WABUSH

Rev. J. Blouin, O.M.I.
10:00 a.m. - Mass
7:00 p.m. - Mass
Weekdays except Friday, Mass
at 5:00 p.m.
Friday, Mass at 3:15.
There is confession before
each Mass.

CHRIST CHURCH, WABUSH

The Worship Service will be
held at 2:00 p.m. every Sunday
for the month of August only.
Guest preachers will be
supplying the pulpit for this
month. A nursery is provided for
young children. Church school
will resume in September.

PENTECOSTAL CHURCH Pastor W.J. Gillett.

11:00 a.m. - Morning
Worship
3:00 p.m. - Sunday School
7:30 p.m. - Evangelistic
Service.
Tuesday: Prayer Meeting at 8
p.m.
Thursday: Young people's
Service at 8 p.m.

CHURCH OF CHRIST
Lord's Day Worship 810
Cormack Street, Wednesday
evening Home Bible study 8 to
10 p.m.

EPA's Executive Vice-President explains:

The role of regional air carriers

There have been numerous questions regarding the role of Regional Air Carriers in Canada and their relationship to the National or Trunk Carriers. Mr. K.A. Miller, EPA's Executive Vice President, recently addressed the Boards of Trade of Halifax, Sydney, Corner Brook and Charlottetown, as well as the News Media of these cities, outlining the policies of the various classes of carriers generally and of Eastern Provincial Airways particularly. EPA considers this matter to be of such vital significance to all personnel in the Air Travel business that it has devoted an issue of its Newsletter to a presentation of Mr. Miller's remarks.

"There appears to be a general misconception throughout this region or for that matter throughout the nation as to the precise role of a regional air carrier within the framework of the national air transportation system. While I am not authorized to speak for other regional or trunk carriers in this country, I can convey to you in some substantial detail the policies, opinions, practices and ambitions of Eastern Provincial Airways, the designated regional carrier for these Atlantic Provinces.

TWO SERVICE LEVELS

"In the first instance, let me assure you that our airline is not planning to enter into any large scale competition with Air Canada, the domestic trunk and international carrier which serves the Atlantic Provinces. For, in our airline and Air Canada, there is represented two separate and distinct levels of the several levels of air transportation existing within any national air transportation

system. Air Canada is the international and trunk carrier which provides services between major Atlantic Province cities and Central and Western Canada, as well as foreign terminals. Eastern Provincial Airways is the regional services between cities in the Atlantic Provinces, as well as from Montreal to certain points in the Atlantic Provinces in such a manner as to be complementary or additional to those services provided by the trunk carrier. The key terminology here is "complementary" rather than competitive. It is a fact that the general public has a choice of either Eastern Provincial or Air Canada on several route segments within our respective systems but, firstly, these services are scheduled to meet the public demand rather than to compete, and, secondly, the services are designed to mold efficiently with the other routes of each airline.

TRUNK AND REGIONAL

"The identification of the lines of delineation between regional and trunk services is not a precise mathematical science. In fact, in this era of rapid economic and population change trunk routes can become regional routes while, conversely, regional routes can become trunk routes. This phenomena has occurred frequently in the United States during recent years. As a generalization, it can be said that a regional system encompasses both "rural" and "developmental" routes. In this context "rural" is used figuratively to denote service either between smaller centres of population or between a large centre of population and a small centre of population. The E.P.A.

service between Montreal and Northeastern New Brunswick exemplifies this type of service. The term "developmental" is used here to denote services to a city or town which has been created or is being used for a population involved in the harvesting of or searching for the vast natural resources in the northern strip of our continent. The E.P.A. services to Wabush and Churchill Falls are examples of "developmental" services. There is a third type of regional service which, although it is neither "rural" or "developmental" still must be grouped within the generalization. In Eastern Provincial we classify this type as the "regional inter-city" service. Generally, this service can be described as being of shorter average stage distance than a trunk route and being within our designated Atlantic Province region.

CARRIER POLICY

"There is evolving then within Canada the implementation of a regional air carrier policy, which policy has been formulated over recent years. In our opinion, this policy is aimed clearly towards the attainment of an optimum structure in the national air transportation system and entails an improvement in services to the travelling public: such an evolution is clearly in the public interest. The provision of domestic trunk services and regional services by the same carrier is not economic or for that matter practical. The development of the air transportation systems in Australia and the United States, both of which countries have many facets of economic geography similar to ours, has shown this to be abundantly clear. The complexities involved in scheduling aircraft across some 3,000 miles of this vast country while satisfying all demand characteristics of intermediate cities for air service should be obvious to all. Because of these complexities, among other things, and the fact that regional airlines are constructed to satisfy regional or local service demands, the roles of the two levels of air transportation are complementary. Moreover, the concentration by each airline on satisfying either the trunk or local service demand should result in the attainment of maximum physical and economic efficiency.

SERVICE EVOLUTION

"Let me provide you with one simple example of the subject evolution in air transportation services within this region which change affects both the domestic trunk carrier and the regional carrier and results in an improvement in public service as well as in the structure of the air transportation system within the Atlantic Provinces. Effective April 26, 1970, Eastern Provincial Airways inaugurated Boeing 737 jet services to Sydney, N.S. simply by adding

the point Sydney to an existing route system which has an aircraft originating in Montreal and terminating in St. John's, Newfoundland, with intermediate stop at Charlottetown, Halifax, Deer Lake and Gander. The inauguration of these services to Sydney made available to that point jet air services to many of the other major centres within the Atlantic Provinces. The commencement of these services was concurrent with the provision by Air Canada of a non-stop air service between Sydney and Montreal. The E.P.A. jet service to Sydney replaced the regional service provided previously by Air Canada at Sydney. This example can reveal that the implementation of the regional air policy is aimed at improving the public service.

GROUND SERVICES

"Some people will be aware that all ground services for this airline in Montreal are provided under contract by Air Canada. These same services are provided at Sydney by Air Canada. Let me assure you that if it were the policy of this airline to compete vigorously with the domestic trunk carriers of this country then we would not begin this competition by letting our competitor provide all our ground services for a route between so-called competitive points. You may fly on either airline between Sydney and Montreal depending on your own preferences and desires. For that matter you can fly on either airline between St. John's, Gander, Western Newfoundland, Sydney and Halifax on the one part and Montreal on the other part. Needless to say, a scrutiny of the E.P.A. schedules and the Air Canada schedules will show that one is designed to provide the shorter stage distance domestic trunk air services.

CAMPAIGNS

"We shall conduct aggressive sales campaigns to have passengers fly with us on any regional air service which we provide. Naturally, we would also be happy to have passengers fly with us over longer distances where we provide air service between two major points with one or more intermediate stops rather than non-stop as a domestic trunk carrier is structured. This manifests the degree of competition since our trunk air services do have intermediate stops whereas those of the domestic trunk carriers are evolving more and more into non-stop services.

QUASI-COMPETITION

"There is then a degree of competition between the two airlines because of the very evolution taking place but this is really "quasi-competition" and is planned intelligently to meet the public demand and serve the public interest, and results from the need of both carriers to attain reasonable load factors within the limits of existing route structures and traffic

demands. The degree and extent of the "quasi-competition" will vary with the growth of traffic at the stations.

EPA PIONEERS

"In respect of our relations with Air Canada, the trunk and international carrier in the Atlantic Provinces, we in Eastern Provincial are proud to submit that we were pioneers among regional carriers in developing joint facility utilization and systems and procedures which are mutually beneficial and designed for the maximum satisfaction of the public convenience. We intend to further innovate and cooperate in our Atlantic Provinces in order to be one of the parties instrumental in creating an air transportation system second to none.

COMPLEMENTARY ROLES

"In concluding, I can only summarize that the roles of Eastern Provincial Airways and Air Canada within the Atlantic Provinces are primarily complementary rather than competitive and any evolution which is taking place is aimed at an improvement in the air services offered to the travelling public and the physical and economic ability of each airline to provide these services. Moreover, I can say that there is and shall continue to be a "quasi-competitiveness" between the two airlines since they both offer air services, in many instances, between the same points. This degree of competitiveness is a corollary of the development of an efficient and rational air transportation system and the undertaking by each airline of its respective role. Eastern Provincial has been designated by the Government of Canada as the regional airline for the Atlantic Provinces and Air Canada has been designated as being a domestic trunk and international carrier.

NEW JET IN SERVICE

"Our new Boeing 737 Jet, CF-EPO went into operation on July 20th, on the auxiliary daily run from Newfoundland to Labrador, which was originally scheduled to be flown by a Dart Herald. The new jet will be used on this flight until 1 September and will also be used as a back-up on other jet routes. Plans are afoot to utilize this aircraft on Inclusive Tour Charters to the United States and the British West Indies during the fall and winter months. Having a fuel capacity of 9500 pounds more than the other two jets, and with a gross take-off weight of 116,000 pounds, CF-EPO is ideally suited for charter work to the Caribbean and it is hoped that a successful line of business can be developed in this area.

"It is now planned that use of the DC-3's will be phased down, with their current mainline routes being taken over by the Dart Heralds in due course.

Social calendar

ASHUANUPI SOCIAL CLUB:

13 August. Movie.
14 August. Movie.
15 August. Dancing to the music of the Chevelles from 9:00 p.m.
16 August. Dancing to the music of the Chevelles from 9:00 p.m.
17 August. Movie.
18 August. Games Night.
19 August. Movie.

13 August. Games Night. 8:30 p.m.

14 August. Upstairs. Teen Dance. Dancing to the music of the "Iron Drums." Downstairs. Knockout Darts.

15 August. French Canadian Nite. Dancing to the music of the "Krystals."

16 August. Open Night.

17 August. Open Night.

18 August. Open Night.

19 August. Open Night.

SIR WILFRED GRENFELL HOTEL

13 August. Movie. "Nine Hours to Rama".

14 August. Dance. From 9:00 p.m. till closing.

15 August. Dance. From 9:00 p.m. till closing.

16 August. Movie. "Sea Wife", with Richard Burton.

17 August. Movie. "Condemned of Altona".

18 August. Movie. "Harry Black & the Tiger." Stewart Granger.

19 August. Open Night.

ROYAL CANADIAN LEGION: No. 47 LABRADOR CITY:

12 August. Games Night.
13 August. Open Night.
14 August. Open Night.
15 August. Dancing to the music of the "Nfld. Showband" from 8:30 p.m.
16 August. Dancing to the music of the "Nfld. Showband" from 8:30 p.m.
17 August. Open Night.
18 August. Open Night.

O'BRIEN HALL

...weekend when it
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...includes policemen,
...on guards, announc-
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FAMILY TYPE RESTAURANTS: Although Restaurant officials are predicting a bright future for the industry, individual operators will be forced to overcome several basic problems if they are to increase the 4% annual growth rate of the past decade.

Several of these problems are:
Rising costs of food and labor in higher priced restaurants. Fierce competition among the fast food restaurants, drive-ins and lower priced outlets as they press for greater volume.

The higher cost of money for expansions which serve to rationalize and diversify risks.

But industry officials are optimistic and they look to family-type restaurant as the major expansion area. Mr. R.W. Brown, executive vice-president of the U.S. National Restaurant Association, told members of the Canadian counterpart in Toronto recently that there is a trend to increased spending in food establishments. He cites four main reasons for growth in the food service industry:

1. The growing acceptance that eating out is a form of entertainment.
2. The decrease in the size of the family, which makes it possible for families to dine out at a reasonable cost.
3. The increase in average family incomes and the standard of living.
4. The fast proportionate rise of the 25-34 age group who patronize restaurants more than the younger or older groups.

Total food sales in Canadian restaurants in 1969 were \$1.14 billion dollars. To offset increased costs in the higher priced restaurants, operators are turning to pre-cooked, frozen

foods and limiting kitchen staff. These new products also reduce the waiting time for the customer, the need for heavy inventories and waste in the kitchen.

In the fast food and drive-in outlets, profit margins are expected to decrease as the major chains attempt to increase volume. This may well drive some of the small, marginal operators in the field out of business. The high cost of money is also creating a problem for the fast food operators. Many companies would like to expand operations into new areas to rationalize and diversify risks but high interest rates and increased land prices are forcing many firms to cut back on these plans.

With the advent of frozen, pre-cooked convenience foods, many establishments are expected to reverse the present trend of limiting the menu to a few specialty items. Food processors are packaging almost every restaurant dish and operators are finding these can be served at reasonable cost with a relatively high profit margin. Two technical innovations have played an important part in the successful introduction of convenience foods. The technique of blast freezing is a great improvement over ordinary freezing because the original water content of frozen meals is not reduced. De-freezing and heating is often completed in less than one minute with a microwave heater. The microwave heater is relatively inexpensive and can be used in any category of restaurant. The same technique is also being used in school cafeterias, hospitals, and canteens as a labor saving device. In this way, meals can be planned days or weeks in advance and the work can be

handled by non-skilled staff members.
In the same way, a hotel can offer hot meals 24 hours a day without hiring personnel over the expensive night hours. Small, lower-priced restaurants will also benefit from the new process. They will be able to serve top quality foods which can compete with the larger outlets.

NEW YORK AIR CANADA TERMINAL: It's a safe bet that Air Canada and British Overseas Airways Corp. had their collective fingers crossed recently when they moved into their new \$50 million terminal at John F. Kennedy International Airport in New York.

From the outset the building (which for Air Canada represents a \$14 million investment) has seemed jinxed. Situated on a waterlogged salt marsh, it required an elaborate drainage system, plus engineering techniques similar to those which "float" the city of Venice. Then, to keep soil from shrinking, and the terminal, consequently, from sinking, the engineers had to design an underground circulating system to keep the foundation from becoming too dry. Then planes got bigger and the building had to be redesigned to accommodate them. Then helicopters got bigger and plans for a rooftop heliport had to be abandoned. As well, there were labor problems and even a fire to set the construction schedule back.

Almost as if they're afraid to bring on another jinx by admitting they're using the building, the two airlines aren't holding the official opening until September.

Mind teaser

At the beginning of a certain weekend Johnny had \$28.70 cash on hand, and during that weekend he spent exactly 1/6 of the money he had remaining at the end of that weekend. How much money did Johnny have at the end of this certain weekend?

ANSWER

\$24.60. Letting X equal money left at the end of the weekend, form quotation: X plus X/6 equals \$28.70. Solve for X.

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Scanning the Market

By C.S. DEVINE

THE STOCK BROKERS BLUES: So you've had it rough in the market these past 15 months! Now let us look at "the battered brokers" side. Here are some views from Toronto's Bay Street.

As his sales manager eyes him nervously, a Bay St. (home of the Toronto Stock Exchange) stock salesman picks up the phone, dials a number and begins talking about the state of the market. At the other end of the huge office, another salesman is doing the same thing. So what? So, they're talking to EACH OTHER. "It's the best way we know to keep looking busy," the first salesman explains. "We can't keep calling up our clients. They won't make a move right now, and they certainly don't want to hear the bad news every hour."

I want to order a made-to-measure suit," the customer says.

"Yes, sir," says the clerk. "Something to wear at the

office?"

"Yes," the customer replies, "I'm a stock broker."

"Well, in that case, sir," says the clerk, "how about a nice black jumpsuit?"

For every gag you hear on Bay Street though, there are a dozen stories that nobody laughs at. Though you may not consider it a tragedy, it's hard to be amused over the plight of the broker from the suburbs who's had to cancel the order for that yacht he would have this summer. Or over the consternation of numerous couples whose Bay St. blunders mean that trip to Osaka is out.

But whether your income is \$8,000 or \$80,000 a year, you won't find it hard to identify with the unlisted trader who bought an \$85,000 house just before the market began to slide. Today his income barely covers the mortgage payments, let alone the rest of the household bills ... or the 35 year old member of

a major investment firm who was doing so well in the underwriting department, in 1968, that he bought a house. Now, with underwriting lagging, he's been transferred to sales, at a 50% cut in salary. Sure, he explains, he saw the trouble coming and was looking around, but where do you find a good job in the investment business these days?

At one King St. bank, the personal loans manager is reluctantly making deals with some of his oldest customers who see no other way out; to cover payments they can no longer keep up, he's taking over their house mortgages and allowing a three-year period of no payments of any kind. That way, he's stalling off enforce sale of houses by such Bay St. types as the brokerage house employee who still owed the bank \$20,000 last month when he lost his job, wanted to borrow an additional \$5,000 to get established, but (and not surprisingly) was turned down. Or the

broker who owned \$120,000 in stocks on a buoyant market early in 1969 and now owes the bank \$60,000 he can't repay because his monthly income has slumped from \$5,000 to \$1,000, scarcely enough to pay the loan interest and the mortgage installments, without feeding or clothing his family.

Overheard in an elevator: "Benson's anti-inflation policies may never cure poverty, but they've already done a lot to cure wealth!"

Not all the blues are being sung on Bay St. One Prairie lawyer, (No it wasn't John Dief.), who has been playing the market for 10 years or more figured he knew his way around, picked up 450,000 shares of a small Western oil four years ago, paying an average of 30 cents per share. A few months ago, the stock was selling at 33 cents; last week it was around 20 cents. And that's a real problem. He bought everything on bank loans, and the bank is calling him for \$45,000.

Even selling his \$65,000 house won't help all that much; it has a \$25,000 mortgage already, and there's not exactly a lineup of buyers ready with cash-to-mortgage.

On the other hand there is the wealthy Saskatchewan farmer with \$300,000 worth of land, buildings and equipment put \$120,000 in borrowed bank money into half a dozen oil companies two years ago, using land, bonds and other securities as collateral. Today he's down \$70,000, but he's not expecting the bailiff: "I have no intention of pressing him for repayment," says his bank manager. "When a man has \$300,000 in assets and owes you \$120,000 at 9%, you don't belong in banking if you make life tough for him just because of the market slump." The banker's reasoning: five years from now, the farmer's stock holdings could make him a millionaire, and "I'm not going to risk the goodwill of a client of this sort by overreaction at this point."

Here 'n' There

FERRIES SOLIDLY BOOKED: For the remainder of this summer Canadian National will have its ferries booked solid. C.N. reports passenger cabin space and vehicle space have been booked solidly for the remainder of August. Space is still available, though, for those travelling without vehicles and willing to forego cabins and berths. Even with this, C.N. reports that booking is very heavy, on the N. Sydney - Port Aux Basques Route.

NEW HOTEL FOR ST. JOHN: A new \$4 million convention hotel will be built in St. John, as the

second phase of the city's redevelopment plan. The hotel will have 200 rooms and convention facilities for between 800 - 1,000 delegates. Construction will start in September and the building is scheduled to be opened in the spring of 1971. A \$6 million 18-story city hall is under construction as the first phase in a long range \$15 million redevelopment program. Succeeding phases would be an office tower and an apartment complex.

THE AFFLUENT AGE: When it came his turn to take part in one of those one-day rotating strikes, a letter carrier in Mississauga, Ont., spent his time off working on his private swimming pool.

T.V. WASHED OUT: Housewives flocked to Lloyd Smith's south London coin Laundry when he installed a \$900 color T.V. set to keep customers entertained. The bonus was short lived - thieves stole the set.

CREDIT CARDS: Watch for some profound soul searching and perhaps a drastic procedural shakeup, among those big credit card companies, under pressure from hotel and restaurants. One restaurateur in Toronto has reportedly pulled out of American Express, Diner's Club and Carte Blanche schemes because they were making him wait four months and longer for his money. Chargex, though, is still in his good books; it pays promptly.

CUSHIONING THE BLAST? As part of its strategic materials program to avoid shortages in time of war, the U.S. maintains stockpiles. The hoards understandably include such necessary materials as copper, nickel and uranium. It has recently come to light, however, that one of these stockpiles consist of about 3 million pounds of feathers. Senator S. Young

of Ohio says that there are 30,000 bags of feathers mostly goose feather, in 50 lb. bags in defense depots and warehouses in various secret locations in the U.S. There are also 100,000 bags of down. The Pentagon has not yet explained just why the feathers have been tarred with such importance. However, one official from the depths of Washington has issued this statement on the storage of the feathers: "It is important that they be spread out among different warehouses. After all, if the Chinese suddenly drop a bomb, we might lose all our feathers at once." To say nothing of their marbles.

GETTING AWAY FROM PAPER: The cashless and chequeless society is a long way off, but the less-cash and less-cheque era is already dawning, according to Mr. H. Hardy, assistant general manager and marketing director at the Royal Bank of Canada. Mr. Hardy told the Association of Canadian Advertisers that Chargex is a step toward a total electronic payments system because it cuts down

cheque and cash transactions at the point of sale, uses computer processing techniques and establishes a card as a key identifier for financial transactions. Paradoxically, Chargex has created more paperwork in the form of sales drafts, which have to be processed just like cheque forms. This is a temporary situation, Mr. Hardy said, to be resolved by further advances in electronic accounting.

ONWARD AND UPWARD: The opening of its new Datsun parts and distribution centre in Toronto gave Nissan Automobile Co. (Canada) Ltd. the opportunity to update its predictions about the Canadian market. Mr. H. Miki, vice-president, expects Nissan to surpass its 1970 target of 12,000 Datsun sales in Ontario, more than double the 1969 figure. Total sales last year in Canada was 20,000, and that is expected to double this year. The \$1.75 million centre is regarded as a possible first step toward assembly operations in Canada.

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AUGUST 14th.

- CARNATION MILK 7 Tins for 1.37
- JAVEX BLEACH 5 for 1.37
- HEINZ CATSUP 5 for 1.37
- TIDE DETERGENT 3 for 1.37
- ORANGE TANG 6 for 1.37
- CAMPBELL'S VEGETABLE SOUP 9 for 1.37
- CAMPBELL'S TOMATO SOUP 9 for 1.37
- VOGUE TOILET TISSUE 12 for 1.37
- LIBBY & DELMONTE JUICE 6 for 1.37
- KLEENEX TISSUES 7 for 1.37
- JELLO 12 for 1.37
- FLASHLIGHT WITH BATTERIES 1.37
- BOTTLE CAPS CONTAINS 12 DOZ' 2 for 1.37
- SUNGLASSES 1.37
- WHITE RAIN HAIR SPRAY 1.37
- HAND & BODY LOTION 1.37

- TECHNIQUE COLOR TONE 1.37
- STUDENT TRASH CANS 1.37
- CUTLERY TRAYS 2 for 1.37
- COLANDERS 2 for 1.37
- DIVIDED DISH PANS 1.37
- CUPS & SAUCERS 4 for 1.37
- GLASS BAKEWARE 1.37
- LARGE FRY PANS 1.37
- STAINLESS STEEL FRY PANS 1.37
- 3 PCE. ALUMINUM SAUCEPAN SET 1.37
- SALAD SET 1.37
- PITCHER & TUMBLER SET 1.37
- ASSORTED GLASSES 5 for 1.37
- CEREAL BOWLS 6 for 1.37
- PLASTIC SHOE BOXES 1.37
- PAPER BAG HOLDERS 2 for 1.37
- GIFT WEAR 1.37 ea.
- WATER PITCHERS 2 for 1.37
- FLOOR MATS 1.37
- DISH TOWELS 4 for 1.37
- PLASTIC APRONS 2 for 1.37
- * PLASTIC CURTAINS 2 for 1.37
- GROUP OF MATERIALS 1.37 yd.
- TOWELS 1.37 ea.
- LADIES' OVER THE KNEE SOCKS 2 prs. for 1.37
- LADIES' HEAD SQUARES 3 for 1.37
- LADIES' BRAS ALL SIZES. 1.37
- LADIES' PANTIES S.M.L. 2 for 1.37
- MINI & SHORT SLIPS Values to \$5.00 1.37
- 1 SIZE PANTY HOSE 2 for 1.37
- NYLON ANKLE SOCKS 4 prs. for 1.37
- LADIES' SLIMS 1.37
- LADIES' SUMMER TOPS 1.37
- INFANTS' SHIRTS 3 for 1.37
- GIRLS' BRIEFS 7-14 3 for 1.37
- GIRLS' DRESSES 1.37
- INFANTS' NIGHTIES 2 for 1.37
- GIRLS' SLACKS 7-14 1.37
- GIRLS' JEANS 7-14 1.37
- MEN'S BOXER SHORTS S.M.L. XL. 2 for 1.37
- BOYS' KNIT SHIRTS 8-14 1.37
- MEN'S TEE SHIRTS M.L. 2 for 1.37
- MEN'S DRESS SOCKS 1.37
- MEN'S WORK SOCKS 2 prs. for 1.37

AYRE'S WABUSH PLAZA

All items will be on sale at 9 a.m. and will not last all day. So SHOP EARLY.

WE RESERVE THE RIGHT TO LIMIT QUANTITIES

Mon., Tues., Wed., Sat. 9 a.m. to 6 p.m.
Thurs. & Fri. 9 a.m. - 9 p.m.

Speaking of Sports

PROPOSED WABUSH STADIUM: As most people are aware the residents of Wabush are attempting to raise funds for a Stadium. Committees have already been formed and the project has gone into operation. Time is passing quickly and soon the Hockey season will be here. I'm sure we all realize what an asset a Stadium would be to this community. To those people who have signed up as One-Percenters, we say thank you and to those who have not signed as yet we urge you do to so as soon as possible. Let's everybody get behind this worthwhile project and give it our support. Let's give our kids a Stadium they desire and in doing so provide hours of entertainment for young and old. Don't delay, give your support now and make the proposed stadium a reality.

To clear up any confusion regarding who can sign as One-Percenters. The Committee advises that both salaried and hourly employees of Wabush Mines may do so. A list of those who have signed will be published within the next week. (Thank you Mrs. Andrews).

TENNIS ACTIVITIES: A meeting of the N.L.T.A. (Newfoundland Lawn Tennis Association) was held at Gander 18 July past. Labrador was included as a forth zone (North Zone) and K. Spitznagel was elected as Vice-President to represent the new zone.

The season being too advanced to hold inter-zone matches, every effort will be made to schedule matches for next season. (Providing funds are available).

The present membership of the Caribou Tennis Club is approx. 120 adults and 30 juniors. Throughout the summer, due to the extremely fine weather, there was much activity and Miss June Saunders who was hired as an instructor, helped to popularize the game of tennis tremendously. A tournament is presently underway for the purpose of seeding the players and if we do get enough financial help, we will send a team to St. John's, August 22nd to compete in the Nfld. Senior Championship. The Club Championship tournament will begin within the next two weeks and it is hoped to get enough participation to make it a success. Plans are made to have a complete new lighting system for both courts. (Thank you Kurt).

Ralph Backstrom - Montreal Canadiens - Star Center, will be holding his 3rd Hockey School at the Labrador City Arena from Aug. 23rd to Aug. 29th. Bob Boucher Coach of the St. Mary's Huskies will be assisting Ralph with his school.



Boys who wish to attend school are asked to use the registration form below:

P.O. Box 280
Labrador City, Nfld.

NAME: AGE:

ADDRESS: TELEPHONE NO.

FEES: 1st Member of a Family. Local \$30.00 Visitor \$35.00
2nd Member of a Family Local \$20.00 Visitor \$25.00
3rd And any additional Members Local \$10.00 Visitor \$15.00

First 100 boys will be accepted on a first come, first served basis.

The Fourth Annual Rollerthon will take place at the Labrador City Arena this coming weekend. Persons who wish to participate in this Rollerthon are asked to phone the Arena at 944-5277 or the Recreation Office 944-2621 by Thursday 13 Aug.

MINOR SOFTBALL SCHEDULE:

Wednesday 12 Aug.	Legion "A" vs City Motors	
Wednesday 12 Aug.	Legion "B" vs Braves	7:00 p.m.
Saturday 15 Aug:	Hussey vs Braves	1:30 p.m.
Saturday 15 Aug.	O'Brien H vs Legion "A"	2:45 p.m.
Saturday 15 Aug:	Legion "A" vs Legion "B"	4:15 p.m.

All players and coaches are asked to be on time.
Play-Offs Monday 17 Aug.

SOCCER: At this writing the Provincial play-off dates have not been established. The local league has requested the weekend of 4 Sept. (Labor Day) but several of the island finalists are insisting on the prior weekend (28 Aug.). While this situation remains unsolved no final plans can be made. The way it looks at present, the local would not be able to field a strong team for the Aug. date and unless Labor Day weekend is given the green light, may not participate at all.

Day	Age	Event	Place	Time	
Monday (A.M.)	5-8 Girls	Swimming	Arena	9:30 - 11:15	
	5-8 Boys	Arts & Crafts	Arena	9:30 - 11:00	
	9-14 Girls	Gymnastics	N.D.A.	9:30 - 10:30	
	9-14 Boys	Softball, Soccer		9:30 - 11:30	
	9-14 Girls	Open	Playground	10:30 - 11:00	
	(P.M.)	5-8 Boys	Swimming	Arena	1:30 - 3:30
		5-8 Girls	Arts & Crafts	Arena	1:30 - 3:00
		9-14 Girls	Roller Skating	Arena	1:30 - 3:00
		9-14 Boys	Gymnastics	N.D.A.	1:30 - 3:00
		5-8 Girls	Open	Playground	3:00 - 4:00
9-14 Girls		Arts & Crafts	Arena	3:00 - 4:00	
Tuesday (A.M.)	5-8 Boys	Gymnastics	N.D.A.	9:30 - 11:00	
	5-8 Girls	Roller Skating	Arena	9:30 - 11:30	
	9-14 Girls	Swimming	Arena	9:30 - 11:15	
	9-14 Boys	Arts & Crafts	Arena	9:30 - 11:00	
	(P.M.)	5-8 Boys	Roller Skating	Arena	1:30 - 3:00
		5-8 Girls	Gymnastics	N.D.A.	1:30 - 3:30
		9-14 Girls			1:30 - 3:00
		9-14 Boys	Swimming	Arena	1:30 - 3:15
Wednesday (A.M.)	5-8 Girls	Swimming	Arena	9:30 - 11:15	
	5-8 Boys	Arts & Crafts	Arena	9:30 - 11:00	
	9-14 Girls	Gymnastics	N.D.A.	9:30 - 11:30	
	9-14 Boys	Tennis Instruction		9:30 - 11:00	

MOVIE AT THE ARENA 1:30

Thursday (A.M.)	5-8 Boys	Swimming	Arena	9:30 - 11:15
	5-8 Girls	Arts & Crafts	Arena	9:30 - 11:00
	9-14 Girls	Tennis Instruction		9:30 - 11:00
	9-14 Boys	Roller Skating	Arena	9:30 - 11:00
(P.M.)	5-8 Boys	Open	Playground	1:30 - 3:45
	5-8 Girls	Gym Games	N.D.A.	
	9-14 Girls	Swimming	Arena	1:30 - 3:15
	9-14 Boys	Badminton	Arena	1:30 - 3:30
Friday (A.M.)	5-8 Boys	Gymnastics	N.D.A.	9:30 - 11:30
	5-8 Girls	Arts & Crafts		9:30 - 11:00
	9-14 Boys	Swimming	Arena	9:30 - 11:15
	9-14 Girls	Tennis Instruction		9:30 - 11:30

(P.M.) SPECIAL EVENT T.B.A.