We are still skidding around on ice outside — except when we're paddling. Freeze and thaw, mild and bitter. And so it goes. The weather I mean - not the beverage. We make a bee-line for stores and bank every time we get a decent day, otherwise we are quite content to stay at home. Friday night Dee and family came in after shopping and brought me a few supplies, including rock salt which we had been trying to get for a week. Such a demand for it the stores had run out of supplies. It was our first experience with rock salt and Partner doesn't think it does as good a job as the ordinary bulk salt we used to get for the cattle. Next time we are near a feed store we shall bring home a 75 pound bag. Then I suppose we won't have any more ice. Salt will keep anyway and it's good for putting out a fire - but heaven forbid that we should need it for that We have had a great time since

Christmas catching up on little jobs that had been laid over until the new year. Partner mad a binder-twine mat for Bob and a big wooden box, on casters, toys in. It has three partitions. one for David, Eddie and Jerry respectively and deep enough to make it difficult for Jerry to reach things by himself and thus scatter toys all over the floor. However, I wouldn't be surprise to hear he had over-balnaced and was found standing on his head in the box. That little fellow can get into more mischie And of course he has the most innocent expression.

I have been going through lot of stuff stacked away in the basement - magazines, papers, notebooks and scrapbooks. One day we had a visitor here who does quite a bit of free-lance writing and she wanted to know if I had any information on a

Favorite Handcraft



by Saura Wheeler

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Send THIRTY-FIVE CENTS (stamps cannot be accepted; use postal note for safety) for this pattern to LAURA WHEELER. Box 1, 123 Eighteenth St., New Toconto, Ont. Print plainly the PATTERN NUMBER, and your NAME and ADDRESS.

lovely designs to order: embroid-ery, crochet, knitting, weaving, quilting, toys. In the book, a surhas missed a chance of marriage because of her synthetic and prise to make a little girl happy -a cut-out doll, clothes to color. Send 25 cents for this book. obviously insincere smile," report the scientists.

Is Your Child Safe On A School Bus?



KIDS' DAY - School bus operator Harold J. Taylor, of Ira, Vt., places new, and quite appropriate, license plates on his bus. He is assisted by daughters Karen, left, and Pamela. Taylor requested and received the special plates from the state's motor vehicle department.

During this school year, an | order and discipline can be mainestimated 400,000 Canadian elementary and secondary school pupils will be driven an estimated 70 million miles to and from their classrooms.

Their safety will mainly depend on three things: the skill and judgment of the school bus driver; the mechanical condition of his vehicle; and the conduct of the children themselves getting on and off the bus and during the actual travel. Yet it's a shocking fact that, in the words of Fred Ellis, general manager, Ontario Safety League, "Many communities are apathetic to

these elementary safety factors." Fortunately, to date there have been very few school bus tragedies in Canada. But as highway travel conditions become more hazardous our luck may not hold out. The number of accidents in recent years involving school vehicles should serve as a stern warning. During the last six months of 1956 in Ontario, for example, there were 31 accidents. British Columbia had 27 accidents in 1957 - or an average of nearly three per month over the 10-month school year. No statistics are available for all Canada.

The irony of the situation is that safety experts know what precautions must be taken to prevent large vehicles from becoming involved in accidents. The trucking industry follows their advice eagerly with the result that commercial truck drivers have an impressive safety record. On the other hand, many school administrators fail to follow the truckers' example. One can only conclude that many communities attach more importance to delivering a carload of furniture or a tankful of milk than they do to transporting their children safely.

Some recent accide size this point. Near Orono, Ont., a bus carrying 14 high school students stalled while going up a hill and started rolling back wards. The brakes failed and the bus rolled over an embankment. Four of the children were injured. There would likely have been many more injuries had the vehicle gone over a much deeper drop nearby. There's a good chance that the inefficient engine and the defective brakes might have been detected before the accident, had the bus been undergoing routine mechanica! checks. The school bus inspection system in Ontario has been improved since then, but in some provinces many school buses

still go several years without a thorough mechanical check. In the Mundare district in Alberta a seven-year-old girl alighted from a school bus and walked in front of it to cross to the other side of the highway. As she was doing so, she stooped over to pick up a book she had dropped. At that instant the driver - who couldn't see her pulled ahead and crushed her to death. Safety officials have iong advocated the necessity of escorting children on and off buses and helping them across

On a school bus near London, Ont., student passengers were shooting hard paper pellets at One of the pellets hit a 16-yearold girl in the eye. She may ently lose the sight of the eye. The difficulty of controlling young children at all times is known to every parent. But or moving vehicle such control is essential. Every authoritative article or booklet dealing with safe school transportation emphasizes this point. One section of the 56-page Safety Handbook cublished by the American Auto

mobile Association shows how

In Saskatchewan, a school bus driver was fired after a formal road test showed that he was incapable of handling the job His was not a rare case. Contrary to the advice of safety exprovinces without a strif medical examination and without knowing much about driving a bus.

In investigating the safety of our school transportation in Canada, I questioned police, safety experts, and provincial education and highway officials. I posed these questions: Are we doing all we can do to protect our children? Are we ignoring hazards that could be removed? What are the greatest danger points in our present school transportation systems? Their answers give cause for

both optimism and pessimism. The cheerful news is that many aware of the school bus safety being given priority.

The most important figure in sale school transportation is the man who drives the bus. The National Safety Council likens him "to a ship's captain or an airline pilot because precious buman lives depend on his experience, skill and judgment"
Yet the sad fact is that too often the employment of the school bus driver is made on a casual basis. It's often a parttime job taken on by a person who works in a garage, in a store, on a farm or on shift work. The health of the driver is an important factor, yet only a few provinces, such as Alberta and Nova Scotia, insist on annual medical certificates. A mature age is also important, that's why the National Safety Council sets 21 as the minimum age for a bus driver - advice that's followed by at least 18 American states. In most Canadian provinces, a

enough? Most trucking companies think not. They require all their new drivers - even it they've held a chauffeur's license for 20 years - to take a long, intensive course in handling heavy vehicles before taking

youth of 18 can get the job. A

candidate's temperament and his

attitude toward children are also

important considerations. In the

opinion of W. Arch Bryce, secre-

tary of the Canadian Highway

Safety Conference, "Dangerous

hooliganism on many buses it

the direct result of a careles

hiring attitude by boards of edu

made, there's trouble ahead."

In practically every part of

Canada, school bus drivers lack

adequate training in the opera

tion of a heavy vehicle. A typi

cal new driver holds only a

chauffeur's license and has ex-

perience only with passenger cars. But is this qualification

When a wrong choice is

North Carolina, says, "The person with a good record driving an ordinary car will not necessarily make a safe and efficient school bus driver." For one thing, there's quite a difference between carrying two or three young passengers in a family car and carrying several dozen lively - if not rowdy youngsters who are temporarily free of any parental or teacher

regular runs on the highway. For

the same reason, Wallace N.

Hyde, director of motor vehicles,

cal difference between a 55 passenger conveyance and the ordinary family car. For example at 25 mph a passenger car will stop in 25 feet; a bus needs 40 feet. You need more space to take turn with a bus and you have to take it more slowly A driver needs many hours behind the wheel of a big vehicle to get the hang of the transmission. Recently one Canadian bus dealer received a complaint from a driver that the clutch was always wearing out. The dealer went for a ride with the driver and was amazed to find that he was thoroughly unfamiliar with the transmission. He knew little or nothing about how to use the six-speed gear shift which was

The indifference of many school boards often adds up to the irefficiency of the bus drivers. A Saskatchewan safety official told me. "Many school bus drivers feel that nobody is in torested in what they're doing, so they become careless." Fred Filis of the Ontario Safety League adds, "There's no incentive for the good school bus driver." In contrast, in many parts of the country commercial truck drivers with good records are given cash bonuses, feted at hanquets and sent away on courses to improve their status. What can be done to ensure that our children are not entrusted to unqualified drivers? First and foremost, we should be much

stricter in the qualifications repuired for school bus drivers. The state of Pennsylvania has laid down a list of criteria now widely approved by safety authorities in Canada and the United States. It says that the driver should be at least 21 years of age and in excellent health. Each year, he should be tested for vision, hearing, muscular steadi ness and strength, fast reaction time and freedom from physical conditions which might make him faint, such as heart disease, high blood pressure and epilepsy. Psychological tests should estab lish that he's a stable, self-disciplined and patient person. A number of highly regarded local citizens who know him should attest to the fact that he's a person of good habits.

Modern Etiquette by Roberta Lee

Q. What expenditures does to best man have for the weddie A. Only the expenses of a gi to the bridal couple and to clothes he wears for the we ding. His principal duties are stay with the groom most of the church on time. He also tale care of the bride's ring and to clergyman's fee, which the grow gives to him in an envelope al which he gives to the clergyma mmediately following the cen

mony. Q. When a hostess is serving cocktails and knows that one i for them, what should she do? A. She should be prepared a advance for any such eventual ties, and serve these guests some soft drinks. Q. When two men and two gin

place, at a small Lable, her should they be seated? A. The girls should be seated opposite each other.

Q.How may a woman ktos whether or not to offer her han to a man when being introduced.

A. There is no rule for the It is altogether optional with the woman. She can remember, how. ever, that the proffered hand; her way of showing sincere and genuine pleasure over the meet

•

1777

by Anne Adams

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Although a car accident in 1942 left him without legs and crushed spine, Buddy Koster of Chicago, has not let it interfere with his ambitions in life. At the time of the crash he had a thriving electrical sign business in the city for which he had big plans. After the accident he spent 15 years lying flat on his stomach in hospital. When he was discharged last

year Koster started to get or-ganized again. Every night, after she has returned home from her job as a telephone supervisor. Mrs. Koster drives with her husband around the local shops and factories. She writes down the names of places where the neon signs are faulty or out of order.

The next day Koster drops each firm a card pointing out the trouble and offering his services as an electrical neon expert. He gets around in a "The way I look at it," he says. "if a guy really wants to do something, nothing can stop him if he sets his mind to it."

RACKACHE May be Warning

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ar - Shaped ?

brunette mathematimade moon, and one nation's top mappers cond to a new picture of the recently — a shape quite nt from the classroom

earth, the American other earth, the American deal Society was told by A. O'Keefe, a NASA geod, is "slightly pear-shaped, the narrow end in the Arcand the broad base in the arctic." revolutionary profile was

t traced by the Vanguard ellite launched last March. Eckles, a 24-year-old graate with the Naval Research boratory, noticed a peculiar in her routine computations the Vanguard orbit: When the ellite orbited closest (405 les) to earth, it dipped down bout 2.5 miles over the North-rn Hemisphere, and rose 2.5 iles over the Southern. According to Dr. O'Keefe, this ipsy-doodle course was caused

by the pull of gravity. To account for this, he concluded, the earth must hump out some 50 feet at the North Pole, yanking at the satellite with that much more downward gravity tug. The South Pole, on the other hand, is 50 feet flatter than previously playleted. At the same time, sea alculated. At the same time, sea evels in the North Temperate cone are 25 feet lower, but those in the south are a cor-responding amount higher than believed.

This may be man's first clue at the earth is made of sternr stuff than geologists had reamed. The earth is constantly thirling on its axis. If its interr were soft and plastic, the hirling (like a potter's wheel) ould help mold the outer shell nto a smooth sphere. The pear hape, however, indicates an inderpinning stiff enough to support the added stress of a solar bulge.

Making Light Of His Troubles

enjoy sport is a sports car," says the most liberal of the defini-tions. This could take in anything, presumably. Some of the larger sports cars such as Fer-rari of Italy and Aston-Martin of England would really crowd the new small "sports car" stalls in which a Volkswagen or a Renault, economy-size but not primarily for sport, fit with room to space. (The definition sports car most generally ac-cepted is that it is a smallish two-seater carrying bumpers, windshields, and other street equipment, fit to use for super-market shopping but also ca-pable on occasion of competing in races with some chance t win in its class as defined b

cylinder displacement.)
There is talk of making speparking small cars but the big garages thus far providing espe-cially for them run into this snag: They're of the new "parkyourself" type, where one takes a time-slip on entry and pays against the elapsed time on departure. The owner does most of the work himself with a minimum of contact with garage personnel - and if he has an

HUSH MONEY - University student Mike McCann is his own customer as he shells out a dime to play his "SLP"-silent longplay record. It's one of the selections on the juke box in the student union snack bar. To make sure the customer knows his selection is playing, the "silent" record gives one, lonesome "beep" every 15 seconds.

Pint-Size Parking For Small Cars

brink of all-out production of small economy cars, the western United tSates and notably the West Coast have in considerable degree already accepted tiny imports as part of the regular way

A notable demonstration may be seen in several of the largest and newest public parking garages. Architects of these have utilized all manner of odd-sized spaces for special marking, "Sports Cars Only."

The result is that such spaces can accommodate two vehicles instead of one, or three instead of two. At certain places along walls it is feasible to accommodate an occasional small car where otherwise no parking could be laid out.

Evidently the garage owners weren't precisionists in their "sport car" markings because the clear intention is to accommo date any sort of small vehicle. There are more so-called "economy cars" fitting such spaces than "sports cars" and as a matter of fact even the sports car enthusiasts never have agreed on a definition for their pets. "Any car in which one can

one of the longest American cars equals the combined withds of four such mini-cars. Just how small the reportedly impending "big three" small cars will be when they roll out of Detroit is still a question. Figures have mostly dealt with wheelbase measurement in the forecasts, this being apparently planning within the 100-113-inch range which would be about a foot to a foot and a half under the prevailing average through one Cadillac, the Eldorado Brougham, is listed at a magni-ficent 156 inches. European imports mostly range within the 80's and 90's. But overhang is important and

imported car with usually four- | years.

speed manual gearshift, he prefers it that way. But it doesn't provide any easy way to offer a special price concession to him. writes Randall Gould in The Christian Science Monitor.

Where he sometimes scores is in parking on the open street. Many of the small imports are so short that two can fit within the space covered by a single parking meter. The writer recently participated in a completely unarranged scenario where four bobtailed little vehicles were ranged in line along the curb space controlled by but two meters. Obviously only one driver is

likely to "feed the meter" in such case, but which driver? Police or "meter maids" have no way of telling when they come along, and if they ticket one car they may be trying to punish the driver who paid. The situation could be really perplexing in case of concerted effort by several "mini-car"- operators, especially with the type of car that can be faced in to the curb and its door opened directly on the sidewalk without any rearend projection beyond a space

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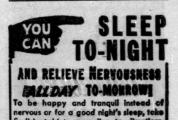
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lot of explaining. I know I would hear — "What did you make all these dishes dirty for - can't you do a bit of baking without all this mess?" So washing the dishes myself is the easiest in the long run.

certain subject. I thought I had

so off I went to the basement

and brought up two big cartons

of brown envelopes, marked as to contents. When she saw the

boxes she laughed. "You too,"

she exclaimed. How my hus-band does go on about all the

paper clippings and articles that I collect." I knew exactly what

she meant as the same situation

exists in our family. Partner is

almost afraid to use a news-

paper to light the fire unless he asks me about it first. Or maybe

he forgets and I almost yell at him — "Don't burn that — it

has an article in it on bird-

or time saving recipes"

ested in at the moment..

one gets.

houses . . . or on training dogs

whatever I happened to be inter-

do have a way of accumulating

so it becomes absolutely neces-

sary to go through them occa-sionally. It is a job that can run

into days — or even weeks — depending upon how absorbed

And there is knitting - TV

pick-up work I call it. Outgrown

sweaters and socks are ripped

out and re-knitted into mitts and

small blankets, using two strand

of contrasting wool for addi-tional strength. Wool from baby

sweaters starts life again as baby

socks, only one strand of wool being used. Incidentally, play

mitts from used wool are far

more satisfactory than any made

from new wool. The used yarn,

does not mat when washed.

already washed and shrunken,

My non-knitting neighbours

have caught on to what I am do-

ing and bring me their old hand-

knitted garments instead of

throwing them into the garbage. And they feel well repaid when,

in time, I present them with mitts for the children.

I have on the go. How do I get the time to do it all? Well, for

one thing I am a fast worker --

and I also have a dishwasher.

No, no - not one of those elec-

trical things. This one is human and goes by the name of Part-

really a partner in the true sense

name I gave him years ago.

of the word and lives up to the

There are times when I would

rather do the dishes myself but

been baking. Then I do get

I let it ride - except when I've

them done myself - it saves a

So you see my husband is

Quilt tops is something else

But I must admit the clippings

Can Be Important Science is watching our mannerisms. Experts who have just concluded an extensive probe into the gestures of hundreds of men and women declare that they reveal a person's character and feelings more effectively

Your Mannerisms

than anything else. "Keep an eye on your mannerisms and gestures and you'll learn to know yourself and other people much better," they advise. Scientific study of gestures shows that they fall naturally

"Any downward movement of

the head, hands, arms or eye-

lids expresses dislike or con-tempt," states one scientist who checked up on 500 men and 500 in different walks of

"Any upward movement usually expresses admiration or pleasure." He says there are a few exceptions to this, but they only serve to prove the rule. For instance, there's a way of raising the evebrows which expresses a sneer, but then a sneer is really a compliment which is meant to be understood as an insult, the

scientist adds.

A sneer, too, is deliberate whereas the gestures which really tell tales are always made vithout deliberation. One of the experts tells of a pretty girl who, although still her early twenties, has deep little furrows running down one side of her face because of her nervous mannerism of constanty screwing up her mouth. attractive girl know would be much more at-

active if she shortened her laugh," he suggests. "She opens her mouth far too widely and this mars her looks. It's a mistake, too, for a girl to try to smile continuously and talk at the same time. Smiles are not always lovely. Constant smiling is practiced by some film and TV stars in the United States, often takes away character from a girl's face."

during the investigation confess-ed that her harsh, uncontrolled laugh lost her a husband. She had become engaged but one evening her fiancé told her frankly that he found her laugh intolerable-and broke the engagement.
"We believe that many a girl

One girl who was interviewed

school authorities are fully problem and are meeting it with vigor and imagination, generousback by dollars; others are coming aware of the hazards and are organizing to meet them. On the gloomy side, I found that in many parts of Canada the full nature of the problem is not yet realized and that very little is being done. In some localities, considerations other than safety such as local politics or the desire to save a few dollars - are

tained by school bus patrols. perts, a man can become a school bus driver in any one of several

There is also a whale of a physi-

intended to give greater control going up or down hills and i slinnery weather.

(Continued Next Week)



RECOGNIZE THE BLONDE? - If you don't know who the blonde is at right, it's because you're used to seeing her as a brunette. Sophia Loren, known for her dark, sultry licitian look, lett. wears her hair blonde for part in "Heller With a Cun", a western.

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