

Canada's Old and New Studied In Vancouver, Victoria Motorlog



Vancouver island scenery varies from wild mountains and forests to rolling peaceful farmlands. This pastoral scene was taken from highway vantage point near Sydney, a few miles north of Victoria. Scores of tiny islands offshore are skirted on ferry trip to Vancouver.

One City Has Charm, The Other, Briskness; Both Are Friendly

The following is a condensation of a motorlog appearing in the August 10 issue of the Northwest's Own Magazine, The Sunday Oregonian. It is one of a series sponsored jointly by The Oregonian and the Oregon State Motor association.

BY MERVIN SHOEMAKER
Staff Writer, The Oregonian

Victoria, the capital city of Canada's British Columbia province, has nearly five times as many guests annually as it has permanent residents.

Its motel operators, its retail clerks, its service station attendants—all are alert to please the visitor.

Most of these 500,000 visitors, also, go through Vancouver, Canada's third largest city, whose metropolitan population about equals that half-million figure, or even exceeds it.

Victoria has charm, Vancouver is bustle.

To see these two cities one after the other is to absorb the mixed air of tradition and progress that is an outstanding feature of today's changing Canada.

Vancouver is taking a big part in the Canadian industrial development drive that is at-

tracting much United States investment money and, incidentally, making the Canadian dollar worth from \$1.02 to \$1.03 of our money.

Victorians applaud the domination development, but they also carefully nurture the old-world air that contributes much to making the provincial capital an attractive vacation spot.

They do it for two reasons. They know it pays. But they do it also because they have a lot of the British feeling and tradition, time, and the way things often work all right if they aren't hurried.

However, the two cities are worth a Canadian trip for themselves alone, and they can be visited by an easy motor trip by Oregon and Washington residents.

Highway 99 through Seattle joins Canadian highway No. 1 just north of Blaine, on the international boundary, and the motorist travels Kingsway into downtown Vancouver after crossing the Fraser river at New Westminster.

Part Recommended

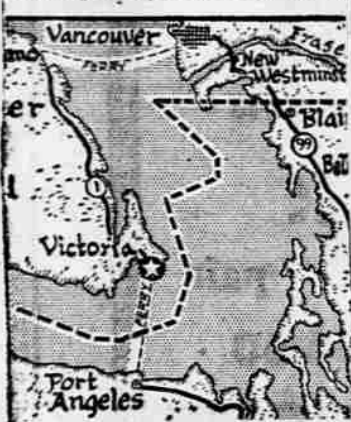
Vancouver offers about as many days of enjoyable trips as the average vacationist has to spend, and one of the first should be Stanley park. Described as a "forest primeval within a city," it represents a long-range planning that is rare in any country.

The 1000-acre area was set aside as a park before all the big trees had been logged off. It displays a skillful blending of natural forest and landscape artistry.

Here is headquarters of the Vancouver Yacht club, along with horticultural gardens, wild animals in cages, and the famous Malkin bowl, among the tall cedars, where thousands are attracted by the symphonies and concerts of the "theater under the stars."

Vancouver has many scenic drives, and offers short boat trips to points of interest along the nearby coast and in the various inlets. The fisherman can find his sport close at hand, and waterfowl and big game hunting are handy also in season.

But Vancouver doesn't limit its display to scenery and recreation. It is eager also to show its industry—fishing, lumbering, pulp and paper, etc.—and



Two ferry trips are required to complete trip from Portland to Vancouver to Victoria and then home via Hood's Canal.

DIDN'T TAKE CHANCE
Kalamazoo, Mich. — (U.P.) — When an unmasked gunman walked into Henry Kline's dry-goods store Kline calmly called into the back room: "Trena, this

is a stickup. Call the police." Kline's wife wasn't in the back room, but the gunman did not check. He checked out.

Dead line Sunday Classifieds is at noon Saturdays.

'Gulliver's Travels' Words Being Studied

Berkeley, Calif. — (U.P.) — The origin and meaning of the tongue-twisting words in "Gulliver's Travels" have been noted by Dr. Harold D. Kelling, assistant professor of English on the Berkeley campus of the University of California.

Swift used the "spacknuck" to describe a small (6 foot) animal to which he compared Gulliver. It seems to be a reversal of two Greek and Latin words for dog-headed baboon, Kelling said.

Kelling shows that Swift delighted in syllable juggling, spelling words backwards, acrostics, and cryptograms.

Rather than sticking to English, Swift drew at random from French, Italian, Greek, Latin, and Irish.

He also confused his borrowings by mixing letters, by reversing the normal spellings, by phonetic spelling and by other ingenious devices.

Dead line Sunday Classifieds is at 5:30 p.m. for following day; 10 a.m. Monday for Monday; noon Saturday for Sunday a.m.

Aviation Gasoline Supply To Be Adequate Next Year

Washington — (U.P.) — The United States will have adequate supplies of aviation gasoline by next year despite today's present tight aviation fuel situation, according to a government oil expert.

The official, who cannot be named, said the U.S. petroleum industry is expanding its facilities for producing aviation fuel and those facilities will ease the acute supply picture. He made this flat statement:

"There will be no (aviation fuel supply) problem in this country beginning next year."

He said that assumes continuation of the mobilization program at its present pace and Far Eastern fighting on about the present scale.

Enough for War

Should an all-out war develop, he said, the oil industry still would be able to build new capacity for making needed aviation gasoline "as rapidly as the war planes can be built to consume it."

Although production figures for aviation gasoline are a well-guarded secret, the fuel is admittedly short now. It has been scarce ever since outbreak of the Korean war and the recent oil strike made the supply picture tighter. Aside from the Far Eastern fighting, there are three major reasons why aviation gasoline is scarce:

1. Lack of highly-specialized refining equipment necessary to turn out the high octane fuel.
2. Shutdown of the Abadan (Iran) refinery which used to produce about nine per cent of the world's aviation gasoline supply.
3. Tremendous increase since the end of World War II in commercial aviation.

Alkylate Scanty

Aviation gasoline is made by mixing alkylate—a very high grade gasoline—with other components. At present, alkylate is the bottleneck in aviation fuel production.

During World War II both the government and industry built plants for producing aviation fuel, but they were largely high-cost producers. When demand fell off immediately after the war, the plants were dismantled.

Even if they hadn't been, they would be almost useless today because they produced a fuel far inferior to that burned in today's aircraft. Today's product requires twice as much alkylate

for each gallon of gasoline as the World War II product did.

Refiners Aided

To get the extra alkylate needed, the Petroleum Administration for Defense (PAD) started shortly after the outbreak of the Korean war to encourage private refiners to build necessary equipment. Tax relief and other government help went first to the refiners who were willing to undertake the work.

PAD refuses to give details on progress of that program other than to say it "is good."

PAD officials say the oil industry has managed to meet the demand for aviation gasoline since the outbreak of the Far Eastern fighting but it hasn't been able to do much more so far. For that reason, no reserve cushion has been built up and when the oil strike cut off a big portion of refining capacity, there was no reserve to fall back on.

Fighters Not Hampered

Even at that, the oil official said, the strike had no effect on actual combat flying operations in Korea because the military is using only a small per cent of the nation's aviation gasoline output to fly fighting planes in the Far East. The remainder of the military aviation fuel is used for training and supply operations.

The official also said that if it should be necessary to fly another airlift to supply Berlin there will be plenty of fuel for the planes. He explained that the aircraft that would be used in such an operation are flying elsewhere now. They might fly more on an airlift, he said, but not enough more to have an appreciable effect on present supplies.

Whale Blubber May Be Used in Wool Synthetics

Cambridge, Mass. (U.P.) — An American-educated Japanese research specialist has discovered how to make wool and other textile synthetics from whale blubber, according to a Massachusetts Institute of Technology professor.

Prof. Rogers B. Finch, who recently returned from the Far East as a Mutual Security Agency consultant to Rangoon University in Burma, said use of whale blubber in the United States would "make our wool synthetics considerably cheaper."

Finch said the discoverer is elderly Dr. Yoshio Shita, who studied at the University of Chicago and later in Germany. Dr. Shita is a nuclear physicist as well as a private researcher.

"In his experiments," Finch said, "Dr. Shita discovered that by heavily compressing whale blubber—instead of boiling it to extract the oil—it leaves the blubber in a condition whereby a fiber can be extracted easily by ordinary textile processes."

Another important result, Finch said, is that the oil is better than if it were boiled. That would be a selling point to whalers if and when Dr. Shita overcomes the problem of having his method recognized by the Japanese government, which finances much of the textile industry in that country.

The new method, Finch said, would enable Japan to produce at least 75% of its textile needs. Japan now imports the bulk of its wool.

Finch said that ordinarily whale blubber is a waste product. Low Moisture Content

"Under Shita's findings," he said, "the blubber has some properties which no other fiber has. One of the properties is its low rate of moisture content."

Finch said that before the blubber's immediate process into wool the "residual oil would have to be removed." Thus far, he said, American textile companies are not geared for the additional process.

"The United States' economy on whales has not been explored and since I'm not familiar with the situation, I dare not venture into how Dr. Shita's discoveries could be exploited here on a large scale," Finch said.

Young 'Coon Hound Adopts Arch Enemy

Fulton, Miss. — (U.P.) — A red bone coon hound owned by C. B. Brown has adopted one of her arch enemies, a baby racoon.

Mandy, four year old, lost her litter of pups. She appeared glum until someone on the farm found a young racoon and placed it in a cage near the Brown home. They named it Bozo and fed it with a medicine dropper.

The dog began to hang around the cage as if she wanted to attack the 'coon, so to see what would happen, Brown let the coon out of the cage. To his surprise, Mandy started playing with it as gently as she would with one of her own pups. In a few minutes the dog was nursing it.

Idaho's UN Foe Wins Renomination In Primary Vote

Boise — (U.P.) — Republican Congressman John T. Wood, 74-year-old foe of United States participation in the United Nations, won renomination in Idaho's primary election Tuesday.

Wood, a physician from Coeur d'Alene, in the North Idaho Panhandle, defeated Erwin H. Schiewbert, Caldwell, former assistant to the president of the College of Idaho.

Mrs. Pfost Opponent

His opponent in the November general election will be Mrs. Gracie Pfost, Nampa, who was also the Democratic nominee in 1930.

Mrs. Pfost led the closest of her three opponents, Compton I. White who served eight terms in congress, by more than 5,000 votes. With 346 of 399 precincts reporting, Mrs. Pfost had 10,269 votes to 4,910 for White, 4,470 for state Senator L. Cotty Lowry and 1,936 for Paul A. Eke, former professor of agriculture at the University of Idaho. The tabulation showed 14,710 votes for Wood and 12,776 for Schiewbert. The second Congressional district drew only one candidate from each party so their nominations were automatic. But "courtesy" voting was watched with interest as an indication of the possible November winner.

In this show of strength, Republican incumbent H. H. Budge, 41-year-old son of a former Idaho Supreme Court justice, had an edge of about three to one over W. H. "Pete" Jensen, Downey stockman and farmer. Budge is now completing his first term in Congress.

The count from 327 of 466 precincts gave Budge 37,440 votes and Jensen 14,390.

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What I want is a Coke

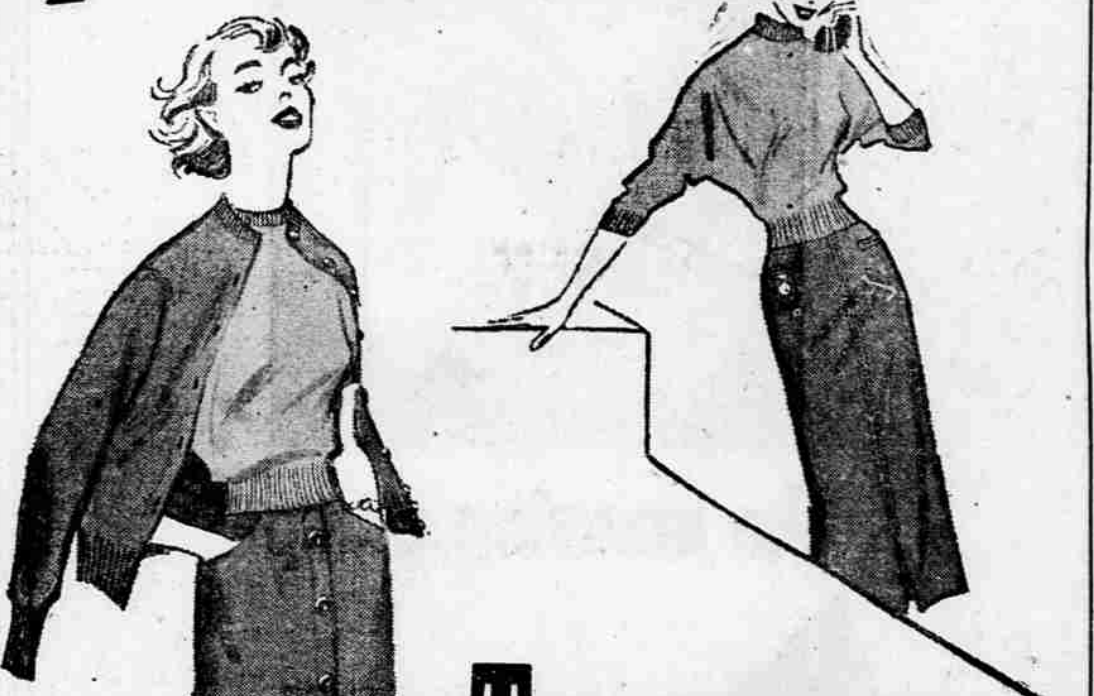
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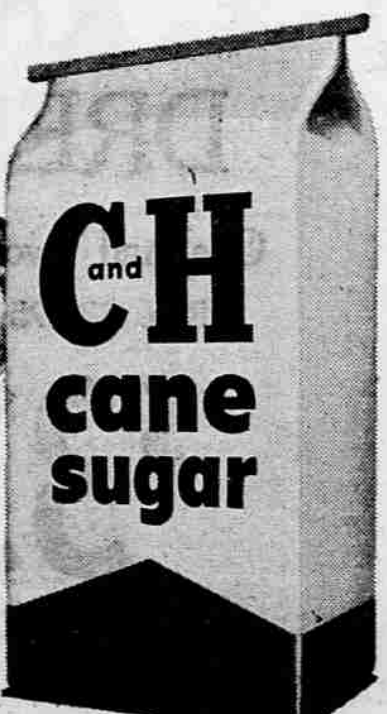
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