

# 1 dies, 2 escape slide

**Special to The Province**

NELSON—One highway worker was killed and two others narrowly escaped Monday when a mudslide swept down the Slocan Valley, 20 miles west of here.

Late Monday, police had not found the body of Arthur Maxwell Williamson, of near-by Winlaw, who was in a truck that was hurled 200 feet down a bank into the Slocan River by the slide.

A flagman buried in the slide up to his chest was rescued by fellow workers and another man leaped to safety from a loader only seconds before it was crushed.

Police said the men were clearing a small slide from Highway 6 when the wave of mud came down without warning.

At least 200 feet of Canadian Pacific Railway track was

wrecked and telephone lines were torn down.

Telephone service was restored Monday night, but the CPR line will not be fixed until today.

Late Monday, crews from the department of highways and RCMP combed the slide area for Williamson.

His crushed truck was found in the river but a dog called in to help found no trace of the body.

An RCMP spokesman said

the highway was open Monday night but further slides were possible.

Meanwhile, the Southern Trans-Provincial Highway two miles east of Princeton was still closed Monday night, 24 hours after it was blocked by a slide.

Police said the highway would not be open until some time today but a 25-mile detour was possible.

The slide occurred in a highway construction area.

# From page 1 PM cool

dent and the state secretary well prepared on the issues he intended to explore.

Trudeau made a particular hit at a swank luncheon at the state department, tendered by State Secretary William P. Rogers.

It was strictly a top-drawer affair — 85 leaders of government, industry and the academic community — in the magnificent Benjamin Franklin dining room, overlooking the Potomac.

When it came time for the toasts, Rogers observed, as President Nixon had earlier in the day, that it was quite appropriate that Trudeau should be the new administration's first chief-of-government guest.

He referred to the prime minister as "a young man of the North, whose rise to leadership has stirred the imagination of the American people."

He said Trudeau had come to "personify the future, which we seem to be approaching with bewildering speed."

Rogers observed that the United States and Canada find themselves in "remarkable harmony" in the way each views the world and its peoples.

Such problems as exist between the two neighbors—and there are plenty—are capable of being worked out, he said, because each country respects the fact that the other side has a point of view and that reasonable men can make accommodations.

In short, Canada and the U.S. enjoy "mutual respect and understanding of a special kind . . . and I am delighted that your presence here today gives me an opportunity to draw attention to it."

In his response, the prime minister got off a very deft quip.

Some people, he said, are unhappy that diplomatic relations between Canada and the U.S. are so smooth—that there isn't more noise . . . "in the sense that the squeaky wheel gets the oil."

He paused and smiled.

"Now, if you want some more Canadian oil . . ."

It was quiet, but it was effective and exceedingly well received.

And if the problems of the Canadian oil industry's American markets don't get settled during these two days of high-level talks, the prime minister has planted the seed in a most winning way.

He, too, reflected the recurring flavor of the talks when he told the assemblage that the current meetings "are imbued with the desire to understand each other—to discuss our basic problems, and to search for solutions that are acceptable to one another."

Meantime, the Washington press corps is taking the pm's measure, though his early press coverage would suggest they haven't quite got the hang of this alleged swinger.

A feature in the Washington Post women's section dwelt at length on Trudeau's eccentricities — the kissing of teeny-boppers, his physical fitness feats, his unconventional wardrobe, his taste for fast cars and attractive blondes.

And the writer was duly impressed at his grasp of languages, for she wrote: "He is bilingual, speaking French as fluently as English."

How about that?

# Trudeau invites Nixon

nel decided on in September, 1967.

U.S. debate has been over the damage such a system may do to reaching an arms agreement with the Soviet Union, as well as the estimated cost of perhaps \$7 billion.

The Canadian fear is that the American missile warheads which would make contact with incoming Soviet or Red Chinese warheads, would cause fallout, blast, burn or glare over Canadian people and property.

The first two sites to be ready in 1974 are just south of the borders of Manitoba and Alberta.

Ron Ziegler, Nixon's press secretary, said Trudeau sought the "rationale" behind the decision to proceed.

The greater-than-expected length of time spent together by Trudeau and Nixon was an "indication of the importance the U.S. attaches to the relationship we have with Canada," Ziegler said.

Trudeau, Sharp and several officials flew in from Ottawa Monday morning, landing at Andrews Air Force Base in Maryland under grey skies and continuing on immediately in a helicopter to a landing zone just outside the White House fence.

A handful of spectators watched Trudeau's party land and perhaps 40 more were clustered at the White House entrance gate.

Several hundred — many women and children from the

Canadian diplomatic establishment — were inside the White House rooms where the prime minister and president went after a brief arrival ceremony on the front porch.

Drizzle wiped out the scheduled outdoor ceremony, depriving several hundred more Canadians of a view of the proceedings.

Inside, Nixon said "lively diversity" characterizes Canada's relationship with the U.S. and its "hallmark is freedom."

There would be agreement on more subjects than not, he said, and he hoped Trudeau will be made to feel as much at home "as I and my wife and hundreds of thousands of Americans" have been in Canada.

Trudeau's response cited a historic relationship and a fundamental common purpose and willingness to pursue solutions through discussion.

He made that same point later at the state department lunch where he suggested the relationship doesn't make much noise or headlines.

Indeed, "there is some criticism that there is not enough noise — on the theory that the squeaky wheel gets the oil," he said.

"We don't mind if you want some more oil," he added amid laughter — a reference to his message that Canada is concerned that large finds of Alaskan crude might jeopardize Western Canada exports.

Luncheon guests included senators George Aiken, Vermont; J. W. Fulbright, Arkansas; Frank Church, Utah, and

Jacob Javits, New York—all dovish on Vietnam and on proceeding with any defensive missile system.

There was George Romney, former Michigan governor who now is secretary for housing and urban development, and Toronto-born Norman Jewison, movie producer.

Another guest was Dr. Frances Kelsey of the U.S. food and drug administration, born near Duncan, B.C., and educated at the University of B.C. and McGill University.

In 1962, she won a presidential citation for refusing to permit commercial distribution of the fetus-crippling tranquilizing drug thalidomide.

At the evening dinner, Nixon said American politicians have considerable respect for Trudeau, who had risen to the top in a few short years of political life. Nixon said it has taken him 22 years to make it.

Robert Goulet sang the assembly.

Nixon presented Trudeau with a sculpture by the late Edward Marshall Boehm of Trenton, N. J. The sculpture was of a bird known as the crested flycatcher, found in the eastern part of the U.S. and Canada.

Trudeau gave the president an Eskimo statue and six Eskimo prints made from the original copper engravings of an Eskimo woman, Kenojuak, who lives near Cape Dorset on Baffin Island in the Canadian North.

# Car insurance plan revealed

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of three months, or to both fine and imprisonment.

The legislation—amendments to the Insurance Act and the Motor Vehicle Act — results from the 2½ year royal commission inquiry into auto insurance in B.C. headed by Mr. Justice R. A. Wootton of the B.C. Supreme Court and a legislative committee study of that report which ended last week.

The Wootton report proposed elimination of the present system of fault-finding or settling injury and damage claims, concluding that too often the injured and bereaved obtain inadequate or grossly delayed settlements, that car repairs were the greatest single cost item in the insurance setup.

The Wootton report asked for a completely no-fault system, with basic coverage for all under compulsory insurance, but with no provision for further court action to recover damages above and beyond the basic coverage.

**FIVE-WEEK STUDY**

The legislative committee, after its five-week study, proposed a compromise between the fault and no-fault system and it is this compromise, in general terms, that the government has accepted. The committee proposal was modified in some minor ways.

For example, the committee recommended a limit of \$500 on a doctor's services in injury cases, but the government decided there should be no limit.

In explaining his legislation to reporters, Peterson said he felt it was in keeping with the report of Herb Capozzi (S.C. — Vancouver Centre), chairman of the auto insurance House committee, and that the committee report was consistent "for the most part" with the Wootton report.

He denied opposition suggestions that the government was pigeonholing the royal commission report.

"The fact is," he said, "that the government took action at the first session of the House following completion of the Wootton report. The legislation comes less than one week after the House committee made its report."

**DEATH BENEFITS**

The new legislation will mean, Peterson said, that "when you next apply for your motor vehicle licence it will be necessary for you to provide the motor vehicle office with the name of your insurer and your policy number."

Death benefits under the compulsory system will be \$5,000 for the head of the household aged between 18 and 64 years. In addition, where there are two or more survivors (spouse or dependents) the sum payable is increased \$1,000 for each survivor other than the first.

Where there is more than one survivor, \$50 is paid per week, plus \$10 for each additional dependent for a period of 104 weeks.

"For example," Peterson said, "if head of a household is killed, leaving a spouse and two dependents between the ages of 10 and 64, there would be the benefits: "Cash — \$5,000 for the spouse, and \$2,000 for the dependents, a total of \$7,000 cash. In weekly payments — \$50 for the spouse, and \$20 for the dependents, or \$70 per week for 104 weeks, a total of \$7,280 in payments. Grand total would be \$14,280."

**NO-FAULT BENEFITS**

This compares, said Peterson, with a maximum payment under the Saskatchewan no-fault system \$10,000, no matter how many dependents there are.

Above the basic no-fault benefits, which are paid immediately and without establishing who was at fault, the legislation provides that an injured person may sue the negligent driver for damage. If a greater award follows as the result of a suit, then the amounts paid under the no-fault scheme will have to be refunded.

Peterson also said tourists are protected under the legislation and will have full rights of recovery under tort law.

"There will be no insurance barrier at our border," said Peterson. "B.C. residents travelling outside of the province also are automatically provided with full insurance protection to limits prescribed by law (\$50,000 public liability and property damage). In short, he will not become a second-class motoring citizen."

In commenting on the limit of \$250 on the extent of damages one may recover in small debts court for vehicle damage, Peterson said this exceeded substantially the \$100 limit proposed by the Wootton report.

Peterson pointed out that a person did not need to hire a lawyer or incur any heavy costs in seeking to recover collision damages.

"Citizens will have the option of placing collision insurance on their own vehicle," Peterson said, "But this coverage is not mandatory."

He said the government considered a major part of the Wootton report its suggestion that the government take over the car insurance business if the industry did not do a better job than it had.

The establishment of a B.C. Automobile Insurance Board under the legislation, Peterson said, also was a major move. The board will have the authority to review insurance rates and make recommendations to the government.

The provision of legislation for the government to enter the insurance business permits the government to designate a department of government or a government agency to administer auto insurance.

Under a section of the bill describing who is covered under the legislation, passengers and pedestrians are included for no-fault coverage.

Peterson said the legislation also amends the law on injury to passengers.

Previously, passengers had to prove gross negligence before they could recover damages for injury. Now proof of ordinary negligence will be adequate to obtain damages beyond the no-fault basic coverage.

The amendments to the Motor Vehicle Act, in addition to implementing changes required for the new insurance plan, spell out the government's authority to maintain a point system based on drivers' records.

The point system has been in effect in B.C. since last fall, but the amendment to the Motor Vehicle Act makes it clear that the government has power to assess penalty points for prescribed offences.

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# \$5,000 payment

is totally disabled between the ages of 21 and 65, weekly benefits will be paid if the victim has been employed for six of the preceding 12 months at a rate of 80 per cent of gross weekly earnings, subject to a maximum per week of \$50 and a minimum of \$40.

Disability payments will be paid for a maximum of 104 weeks, but will be continued permanently if, at the end of two years, the injury has permanently and totally disabled the insured. Permanent payments will continue until the insured reaches 65, after which the amount, reduced by the sum of Canada Pensions Act benefits, will continue for life.

Benefits for a totally disabled housewife not otherwise employed will be a maximum \$50 per week, for not more than 26 weeks.

The bill also provides for payment of medical, rehabilitation and funeral expenses. Funeral expenses are limited to \$500.

All expenses incurred for medical, surgical, dental, hospital, nursing and ambulance services, and all services and supplies essential for treatment or rehabilitation, are coverable up to the liability limit of the policy (not less than \$50,000) — although apparently to obtain recovery of these sums the victim or his survivors must sue the person responsible.

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# PENALTY POINTS

Another provision of the amended Act indicates it can be costly for a driver to accumulate penalty points.

A new section says anyone who has accumulated 10 points or more on his driving record can be required to pay a fee of \$25 for each 10 points.

Any points paid for in this manner are then cancelled by the superintendent of motor vehicles.

The money collected is to be put into a fund to be known as the B.C. Automobile Insurance Fund.

It is this fund that will be used to establish government-operated car insurance.

In comment on this section of the legislation, Peterson said the money raised through the penalty point fines may also be used by the insurance board for driver education and highway safety.

**DRIVING COURSES**

In connection with driver education, Peterson refused to say what the government would do to provide driver training courses in high schools for the 16 to 18-year-old drivers who will be forced to undergo an authorized driver training program.

He said he assumed that before compulsory driver training was brought in, the government would have to draft regulations governing training programs. When it was suggested by a reporter that this sounded as if privately operated drivers' school would be used, Peterson said, "the driver training program may or may not be part of the school system."

# Industry cautious over no-fault plan

VICTORIA — A spokesman for the Canadian auto insurance industry has described as imaginative but experimental the B.C. government's new car insurance scheme.

The scheme will impose financial sanctions on those who do not observe safe driving practices, according to J. E. Burns, of Toronto, chairman of a special committee set up by the Insurance Bureau of Canada to study the Wootton Royal Commission report that led to B.C.'s new insurance legislation Monday.

Burns told a press conference here that the insurance plan might succeed and be considered acceptable by the people of B.C., or it might fail by being five years ahead of its time.

Burns said it appeared "Mr. Bennett has taken courage in his hand and said this is what we want to impose on existing insurance."

The insurance industry spokesman said the scheme, in effect, turns away from the preoccupation of repairing autos to emphasize repair of broken bones and bodies.

"Although it's experimental," Burns said, "it's a highly imaginative attempt to solve a problem that has baffled every province and state. We say God bless 'em. They are bringing in new ground rules and we will have to operate under them. From the standpoint of the industry, we will be 100 per cent behind it."

and we wish it nothing but success. It may be a prototype for reform all over North America."

Burns said the limitation of the fault system for collision damage will mean a rise in the cost of collision insurance because there will be little offset in the way of damages recoverable from the negligent driver.

On the other hand, there will be a decrease in premium rates because property damage as an insurable content has been virtually eliminated. Burns was drawing a distinction between the cost of collision insurance, which is not compulsory under the new scheme, and public liability insurance, which is.

About the appointment of a government board to supervise the industry, Burns said he reacts, as any private enterpriser would, against having a government agency looking over his shoulder.

The industry does not object to the compulsory nature of the insurance, because "we long ago gave up the concept that it shouldn't be compulsory."

Strong criticism of the bill, however, was voiced by Jack Robertson of Kamloops, newly-elected president of the Insurance Agents' Association of B.C.

Robertson claimed it is a "hoax" for the government to talk of a saving to the public.

# Private company profit increases, charges NDP

VICTORIA — An NDP spokesman on auto insurance said Monday the government's new car insurance scheme will "force the driving public to do business with private insurance companies and increase their profits."

The statement was made Monday night by Bill Hartley (NDP—Yale Lillooet) who was a member of the special House committee on auto insurance earlier this session.

Hartley said his party does not quarrel with the "no-fault" aspect of the proposed insurance plan but takes strong exception to a compulsory insurance scheme under which the public had no alternative but to purchase coverage from the 188 private companies in the B.C. car insurance field.

Hartley said the "whole

committee process was just a sham."

Hartley said that an NDP government would be certain to make use of the section of the new government legislation permitting the government to move into the auto insurance field, adding that "under the present situation, if the insurance industry is prepared to dump a considerable amount in the campaign funds of any political party that is government or might become government, they aren't likely to say the rates aren't commensurate with the risk."

(Under the legislation introduced Monday, the government is empowered to enter the car insurance business if it finds that insurance rates offered by private industry are not reasonable or commensurate with the risk.)

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# From page 1 Premier bows

to be there for the last 41 months.

"Others are being detained there now. It's difficult for a layman to argue such cases, but there should be some kind of independent body to review the cases."

"Sometimes phoney excuses are given by the staff as to why patients are being kept there — completely false and phoney. Some measure must be taken to protect the public."

At this point in discussion of the amendment, Bennett rose and said:

"There has been a good discussion, a good example of democracy in action. The government has decided to withdraw this section for a year for further study." There was a general round of desk-thumping.

Tom Berger (NDP — Vancouver Burrard) then proposed appointment of a lawyer specializing in mental health cases to represent patients who may have no one to act for them.

"I suggest a sort of mental patients' ombudsman, to see that nobody gets lost in the labyrinth of our mental institutions," he said. His proposal was ruled out of order because the premier had already withdrawn the section.

Earlier, Gordon Dowding (NDP — Burnaby Edmonds) said the amendment section raised the possibility of a case in B.C. similar to the recently revealed one of an Alberta man who spent 22 years in a mental hospital unnecessarily.

Berger asked that the amendment be changed to make 30 days the maximum period for any extension of detainment of a patient in a psychiatric unit.

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