

New Bid For World Peace

SIR WINSTON CHURCHILL has a penchant for putting new heart into Britain. In recent years several other countries have also learned how to take encouragement from his words, and they will do so again after his speech to the Conservative conference at Margate on Saturday. For there he stated that he adhered to his May proposal for top-level talks with Russia. "No one can say it is dead," he added. "I still think that the leading men of various nations ought to be able to meet together without trying to cut attitudes before excitable publics or using regiments of experts to marshal all the difficulties and objections. Let us try to see whether there is not something better for us all than tearing and blasting each other to pieces."

These sentiments will surely find response on both sides of the Iron Curtain. Their cold logic cannot be refuted. The Premier had something else to say about world peace which was reassuring—he thought the danger of war was farther away than when the Conservatives took office. "With the mighty aid of the United States I have a sure hope that there will not be a third world war. And once again Sir Winston was insistent that the reason he remains in office is that he feels that he may influence the attainment of world peace. This is the man who two years ago was being accused of warmongering. It is quite true that he has had more experience of war than almost any man living—he is not the type to stay at home—but no one really believes today that he is anything but the greatest individual contributor to peace."

Another comforting factor which emerged from his speech was the assurance that there will be no General Election this year or next. This is in keeping with Sir Winston's observation that what this country and indeed the whole world requires is a lengthy period of patience, calm and steady endeavour. These are surely the thoughts of a national leader of all sections of the community, and not a politician emboldened only with the desire to obtain victory for his Party at the most opportune time. There is much to commend Sir Winston's recipe for Britain. The country is in much better heart than it was when he resumed office two years ago. It no longer stands on the verge of bankruptcy. Certainly much remains to be done, but Britain is on the right road, as the Conservatives have said in a manifesto.

All the nasty things which the Socialists prophesied under Conservative rule have been reversed, and Sir Winston cracked a merry quip at some of them on Saturday. The danger of war has receded, and the tension which was so great as to be felt by most thinking men and women a few years ago has disappeared. Yet Sir Winston was depicted as the man with his finger on the trigger. The Premier referred to the Socialist contention that unemployment would increase under Tory rule—everyone knows that this prophecy has proved as false as that about war. Sir Winston named the man who had uttered the baseless warning—"Mr. Robens, a former Minister of Labour, the man who predicted that the world would have a million unemployed by last Christmas—that shows you what his judgment is worth even on matters where he may claim to be an authority."

The Premier must have been enjoying himself hugely by this time, for he went on to the housing achievements and the success gained in meeting the food shortage. Next year there will be no new ration books. . . in the first two years of Tory administration the people have eaten 400,000 tons more meat than they were on last year. The years of Socialist rule. The nationalization creed and class hatred were also referred to by the Premier—"Homes for Vermin hardly seems an inspiring theme for the Socialist Party." Sir Winston asked that the Government should be judged by deeds and not words. So far the Government is on safe ground here, for the accusations of its opponents have been proved baseless in the light of accomplishments.

A PLAN TO SAVE LIVES Drastic Action Is Needed To Reduce Road Deaths

IN the 31 days of August, 453 men, women and children were killed on the roads of Britain. Total casualties were at the rate of 704 for every day of the month.

The roads of Britain continue to take their dreadful daily toll of human lives. Hardly an hour passes, by day or night, without the ambulances carrying the maimed and injured to hospital. Between January 1 and July 1, no fewer than 2,274 persons were killed on the roads and more than 101,000 were injured. Since September, 1945, the number of casualties on the roads of Great Britain have been twice as many as all the casualties among the Armed Forces of the United Kingdom during World War II.

Road safety plan follows road safety plan. Safety campaign follows safety campaign. Ministerial exhortation follows ministerial exhortation. And the road toll continues to mount. It is essential to try a new and original plan to cut it down.

The plan put forward in this article is new, original and for Britain revolutionary. Some will dislike it intensely, describe it as dictatorship. It is based upon nearly 30 years' driving practice and experiences of a recent 2,500 mile tour through Western Europe, covering France, Belgium, Germany and Switzerland, with a co-

investigator covering Spain and Portugal. My drive included the crowded Ghent to Brussels motor road, carrying some of the fastest traffic in Europe. It covered the autobahn linking Essen, Cologne, Bonn, Heidelberg and Ulm; a drive across Switzerland from end to end; the roads of the French Alps; Route Nationale 1, France's

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equivalent of the Great North Road; and the fine system of North Western France.

In 2,500 miles of driving I did not see one single accident, although the traffic moved at a much higher speed than in Britain. Coincidence? Perhaps, but I am convinced we have something to learn from Europe.

My plan has ten main points: (1) Prohibit absolutely all waiting by cars and carts on trunk main roads, except for tradesmen's and industrial deliveries. Police records show that stationary cars are a potent cause of accidents. This will mean the construction of many more "lay-bys" or "pull-offs." A German autobahn has one approximately every five miles. The accumulated

millions of the Road Fund could meet the cost, and with a little red-tape cutting the job could be done quickly.

(2) Make amber headlamps compulsory for all motor cars and motor-cycles. Over-strong or undimmed headlights are a major cause of night accidents. Between 10 p.m. and midnight on Saturdays and Sundays are two of the black peak hours for accidents. Amber headlamps would mean a general but slight slowing down of the speed of night traffic. Would that be such a bad thing? I am driving now with this type of light and do not find it inconvenient.

(3) Make the wearing of crash helmets compulsory for all motor-cyclists and pillion passengers. The records of coroners and hospitals show that a gravely high percentage of motor-cyclists involved in accidents have head injuries. And take the purchase tax off crash helmets. Mr. Butler! It is wrong to tax a device to save life.

(4) Install flashing overhead warning lights of the French type on dangerous cross-roads not controlled by traffic signals. The psychological effect of the "major road ahead" sign is very limited; that of a flashing light is considerable. Installation and maintenance would not be expensive.

(5) Bring in the French sign for dangerous corners and bends, the sign of a car tilting over with the skid marks

behind it. After nearly 30 years of driving at home and abroad it has never failed once to make me slow down. Its message is very clear. Several other of our road warning signs could be made more realistic.

(6) Where a motorist has been convicted of an offence of a nature likely to endanger other road-users, compel him, for a period to be decided by the courts, to have in the front and back of his car a distinctive red disc. Horse-owners mark a kicking horse with a red ribbon on his tail. Let us mark the dangerous motorist.

(7) All trailers and caravans, as in France, should carry a distinctive sign on a rod which can be seen clearly above the trailer. Many accidents are caused by drivers pulling out to pass vehicles without realising that they are drawing trailers.

(8) Make it an inflexible rule for local authorities, and the owners of property concerned, that there is free vision for at least 50 yards in all directions at country cross-roads. All too many are now obscured by trees and hedges. The same principle to be applied to dangerous curves.

(9) On many of our main roads the camber slopes the wrong way and is a frequent cause of cars overturning, especially in wet and frosty weather. Make the re-sloping of cambers a top priority job in road reconstruction—starting with the notorious Great North Road.

(10) Bring in a rule that every motorist, on taking out his car licence, must produce a certificate to show that the brakes of his vehicle have been tested and found efficient. The police believe that something like seven out of ten of the cars and motor-cycles on British roads have faulty or inefficient brakes—and faulty brakes are a major cause of multiple accidents on crowded roads. Garages and motoring organizations would be asked to charge an agreed low testing fee. The inflexible rule would be: "No certificate, no licence."

That is my plan to cut down the death toll of Britain's roads. Measured in terms of human lives, in bodies maimed and battered, and above all in the lives of little children, it would be cheap to operate, and would cause no real hardship to anyone. Other plans have failed. We must go on trying.

QUOTED

The furious thunders die away and cease, But what is won, unless the soul win peace. —Laurence Binyon.



Chichester Cathedral, and Chairman of the Board of Hymns Ancient and Modern.

BRIDGEMAN-MAKER DESPITE what his critics may say, Bridgeman's is Alderman A. R. Nobes' monument. It was his energy and initiative which brought the mammoth, well-designed estate into existence.

He told Bridgeman Community Association that he saw the estate "on paper" during the war, and still had vivid recollections of days in London, Chichester Cathedral, and Chairman of the Board of Hymns Ancient and Modern.

But an ordinary passenger, writing in the same magazine says: "I always travel in 'No-smoking' coaches which are wisely provided for those who find the atmosphere of tobacco smoke unpleasant."

"Rarely am I allowed the comfort of smokeless air, because of fellow passengers who blithely begin to light up. When I insist upon the non-smoking nature of the compartment, the offenders are offended! I feel that much stronger action is needed on the part of British Railways and of guards and ticket collectors if I am to have the privilege of travelling without having to enforce regulations single-handed."

He adds this footnote: "The worst offenders are rail crews and guards travelling to work."

DIFFERING DEANS THE inevitable happened when hymn books became the subject of discussion at Chichester clerical reception attended by the Dean of Chichester and the Dean of Winchester.

The two Deans have strong but divergent views on hymn books. Each has a different collection for use in his own cathedral, and each believes his own the only possible choice.

"The Dean of Chichester supports the English Hymnal; the Dean of Winchester, Hymns Ancient and Modern. Listening to the lively argument of the merits of the rival hymn books was Dr. W. L. Lowther-Clarke, who has a foot in each camp—he is a residentiary canon of

Chichester Cathedral, and Chairman of the Board of Hymns Ancient and Modern.

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ALDERMAN A. R. NOBES

negotiating while flying bombs were overhead, and being told by a high official that Gosport Council was crazy if it thought it could get such a job done in ten years.

His task was achieved—and more besides. And as Chairman of the Housing Committee, his attention has now turned to Rowner which could possibly grow even bigger than Bridgeman.

He wanted to see more green in the existing estate—and the layout not closed in by fences but divided up by trees, lawns and greens.

But he said, such an estate did not depend on planners for its true value, but on the people who lived there. It was a complete community, and its success lay in the community spirit of the residents.

MUST TRY AGAIN

IT was some months ago that Portsmouth City Council considered representations from Paulsgrove for the re-imposition of the 30-mile-an-hour speed limit on the Southampton

Road westward from its junction with Western Road. Application was made to the Minister of Transport for approval.

At last the Minister has replied. After making inquiries he feels that he would not be justified in re-imposing a speed limit, because he was of opinion that a speed limit was not an answer to the problem.

The Chief Constable and City Engineer are to be asked to give consideration to any alternative safety measures.

Police Medal

A LIPHOOK constable who was presented with the Police Long Service and Good Conduct Medal has been stationed in the Petersfield police division for 17 of his 22 years' service.

P.C. William John Dace joined the County Constabulary in 1931, and was stationed at first in Havant. After five years he was transferred to Greatham, where he served for 11 years before moving to his present "beat" six years ago.

The presentation was made by the Chief Constable, Mr. R. D. Lemon, at a parade at County Police Headquarters.

Parking Problem

PARKING and waiting facilities on the Hard at Portsea have been a problem since the war, although some space has been available on adjacent bombed sites. Shopkeepers have complained, and their complaints have reached the Watch Committee.

A scheme is being recommended for regulating vehicle waiting, and on parts of the Hard waiting will be prohibited if the scheme is adopted. A space is allocated for coach loading.

The provision of car-parking facilities has been referred for the consideration of the Development and Estates Committee, in the hope that a more permanent solution may be found.

Appropriate

TWO competitors presented themselves at Gosport Music Festival and said they proposed to sing "Lost Is My Quiet." Dr. Herbert Howells, adjudicator, much disturbed by the drone of aeroplanes, commented "Very appropriate round here!"

HISTORY IN THE HEARSAY

THE need for stimulating interest in local history in all parts of Hampshire was emphasized at the first general meeting of Hampshire Local History Council, held at Winchester on Saturday.

Representatives of more than 20 county organizations were present, with many individuals also interested in local history, and the chairman was the Bishop of Winchester (Dr. A. T. Williams).

Dr. Williams stated that the Council had no intention of becoming a local history society, but wished to do everything possible to help local history societies "all over the place" become a clearing house for their activities, and to stimulate interest in the subject in all parts of the county.

FOLKLORE TO TAP

Memories were short, and there was folklore memory to tap when after a while, it might not be possible to tap, it was very easy for local history to be forgotten. They must help all historians in their own way, to become concerned about the history of the villages and places in which they lived.

A warning to the Council not to become too highbrow was given by Dr. Williams. They did not wish to become highbrow in the bad sense of the word for he knew of local history societies which became highbrow in that sense and had become necessarily limited in numbers and range.

They wanted "all sorts of people" with "all sorts of particular knowledge," to become historians in their own way, to note and record everything, and to let the Council know what they thought should be recorded.

Miss Enid Sauley (President of Hampshire Federation of Women's Institutes) spoke of research into local history carried out by W.I.s in the county, when some 100 or more villages have been produced by the Movement.

The domestic history of towns and villages should be preserved, she said, and the Council could record what was fast becoming lost to memory.

SPIRIT OF INQUIRY

Mrs. E. Cottrill (County Archivist) said it was important to foster a spirit of inquiry among people about the historical aspects of their environment. They must emphasise the need for recording the best history handed down from generation to generation.

The Bishop of Winchester was elected Chairman of the Council, Mr. W. E. Gibson (Council of Social Service) Secretary.

The committee elected was Mrs. Cottrill (County Archivist), Mr. R. H. Hole (Chairman, Hampshire Council of Social Services), Commander G. D. Latham (Chairman, Hampshire Association of Rural Councils), the Rev. C. Milten (representing the Bishop of Portsmouth), Mr. R. J. Roddis, Miss Sauley and Mr. Carey.

Table with columns for account numbers and amounts, including entries like 'AUSTIN NEED G.P.O.', 'CASH DIV. BROWN CARTAGE', 'GENERAL ELECTRIC', 'WATSON', 'WILKINSON & JONES', 'LEEDS BRANCH', 'FROBISHER HARRIS', 'CASH', 'KNIGHT', 'REVENUE STAMPS ON CHEQUES', 'DEPOSIT A/C'.

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