

Canadians

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Join the OPP and see Japan

When Constable Kenneth Turritt joined the Ontario Provincial Police in June, 1961, he agreed that as a condition of service he would serve with the force wherever it posted him. Next year, he gets a posting he never hoped for in his wildest dreams. He's one of 18 OPP men assigned to duty at the Ontario Pavilion at the World's Fair in Osaka, Japan.

It wasn't his first visit to Japan — which is why he's so keen to go back. He was there for three months in 1961, when he lived in Tokyo and won his black belt in judo.

"I guess judo got me interested in Japan," he says. "The names of the thieves we see are Japanese and I suppose that and the sport itself got me interested."



Ken Turritt gets ready for Osaka.

When the OPP asked for volunteers, Turritt, who is stationed in Kirkland Lake, sent in his name. "But I didn't think I stood a chance in view of the short time I've been on the force," he says. "When I found out I was going I was just delighted."

Turritt is the only one of the 18 OPP members who has been to Japan before and the only one who speaks any Japanese. All 18 take a three-month language and familiarization course before they leave next February for Osaka, where they will be on duty until the end of the fair. But neither the OPP, the Quebec Provincial Police nor the RCMP who do

duty at Osaka will be armed. "All we will be doing is security work at the Canadian and provincial pavilions," says Turritt. "The Japanese will do all the police work needed."

Put your money on Klondike Hay

It sounds like one of those larger-than-life stories that tend to come out of the Klondike. But hotel owner Cal Miller of Whitehorse owns the tale in true. And the Whitehorse Star evidently believes it too, because it ran the story under a front-page headline that read: "Klondike Hay Astounded Vancouver Racing World As Cal's Horse Won."



Cal Miller and stewardess guard her. Miller bought a four-year-old chestnut gelding from jockey Johnny Longdon last June. Although the horse had never won a race, Miller gave it to Vancouver trainer Tommy Penton and sent down a shipment of "good Klondike hay" from his farm near Dawson City.

When the hay arrived at the race track, suspicious officials searched it carefully but finally handed it over to Penton, Miller's horse, Scarlet Quinlan, ate the hay before racing. And he pulled off a triple feat: a first win for the horse, a first win for the jockey and a first win for the owner. But seven other horses had shared the hay shipment. And every one of those seven horses pulled off a first place win in their first race after leaving the Klondike hay.

"It was the hay that did it," trainer Penton told Miller in a phone call. "Send more hay."

"That's just what I'm doing but the air freight charges are killing me," says Miller. "But what can you do? Klondike hay seems to be the winning combination. Do I really believe it? You'd better believe I do. It's got to be that it's grown up in that gold country around Dawson."

That earth's mineral-rich and in the summer that hay just shoots up when the sun shines for 21 hours a day. Sure I'm sending more hay, wrapped in moss."

Beat this mileage — three miles per pile

If you think your car is giving you poor gas mileage, cheer up. Cameron Emswiler of Rensselaer, Ont., drives a car that does barely three miles per large pile of wood. And to make it worse, there's the fact-breaking labor involved in keeping the boiler stoked.



The Emswiler's horrid car.

Emswiler discovered his chugging replica of an 1880 horrid steam carriage in a neighbor's yard, and although he thinks it was built only five years ago it was already falling apart. "The only authentic part is the two-cylinder Stanley Steamer engine, built in 1901, and possibly the boiler," says its present owner. The rest was made up of spare parts but after buying it for \$300 he had it back in running shape with no more than three months' hard work.

Although it is possible to take the car up to 30 m.p.h., Cameron is leery of driving it even in parking. "The brakes aren't too good and there's no way of converting them without rebuilding the entire chassis," he says. He first found out about the brakes when he tried to drive it onto his car trailer. "It got up there fine but it kept right on going and smashed into the back of my car," says Cameron. "The steam car wasn't hurt, but it sure put a dent in the other one."

He's going to teach newspapers to talk

Inventor Detlef Kratz is determined to put newspapers out of business — at least the type of newspaper we have today. Although he hasn't actually built a prototype yet, Kratz, a small-time work in Stoney, B.C., has already patented

what he calls the world's first talking newspaper.

Kratz's invention is basically a tape recording on a thin sheet of plastic that comes complete with printed photographs and headlines. The plastic sheet is inserted into a special machine that plays the recording. The player, operated by house current or battery, could range in size from that of a large matchbox to a typewriter.

"Production costs would be cut in half," says Kratz. "The plastic would be 80 per cent cheaper than newspaper. Also, the cost to the subscriber would remain practically the same." Kratz says that on a mass production basis the machines would cost \$1 apiece. A news-reel would cost the same as a regular newspaper.

There are, however, a few problems.



Detlef Kratz hears up newspapers.



... substitutes his news machine.

"Instead of being able to browse headlines and pick out stories of interest," says Kratz, "the subscriber would have to listen to the whole thing."

Kratz admits that newspaper manufacturers will be his main opposition, for obvious economic reasons. However, already more than 20 companies have shown interest in the invention, says Kratz, who is confident it will be purchased "even if it is only to keep it off the market." He has, he says, received a bid from an oil company for \$1,250,000 for rights to his invention.

The asking price? — \$5,000,000. "But I'd probably settle for two or three," says Kratz.