

Season's Greetings

1954



News on the
DOT



SANTA AT SABLE

November 8, was a bleak wind-swept rainy day on the sandy dunes that rise out of the Atlantic Ocean to make up an island call Sable, inhabited only by DOT personnel cut off from transportation except for the departmental supply ship, which visits several times a year. It was morning, the lightkeeper, the weathermen and life saving crew were all busy at work, when to their wondering gaze there appeared through a misty haze, Santa Claus, dressed in scarlet and white, and fur trimmed garb, emerging from an amphibian craft in the small lake in the middle of the island.

The visitor was welcomed by all around, and in a minute, a wagon was found. Santa and his pilot boarded the cart, pulled by wild ponies a-rearing to start and was driven in state to the DOT dwellings. On arriving there he opened his pack, full of presents for all. Words of delight and thanks greeted the man who had brought such cheer. Candy, books, dolls, balloons, sports equipment and toys for the three youngsters, Cigarettes, candy and books for the twenty-three adults.

Edward R. Snow, the famed "Flying Santa Claus" from Marshfield, Mass., transformed the gloom of the fog and rain of the island outpost to a day filled with the brightness of a Christmas celebration as he gave out the presents with the warmth of a man who kept a difficult promise.

The promise was made back in 1947 when Snow, who has written several books about the lonely people who keep lights along the Atlantic coast, went to the island for a few days to gather material for a chapter in a book he was working on at the time.

"While I was there I promised I'd return some Christmas with gifts for everybody" he said.

Although the date was a little premature, he flew in early because of an anticipated stretch of bad weather

Farewell Party for J.H. Ramsay



A.M. Luce, Assistant Superintending Engineer, presented J.H. Ramsay, with a nest of tables and an engraved tray, at the farewell party given by the Welland Canals staff at the Atlanta Club, St. Catharines, Ontario.

In photo: L. to R. T.J. Ryan, now head of the Welland Canals, Mr. and Mrs. Ramsay; A.M. Luce and Claude Richardson, office manager who was chairman for the occasion. (Photo and Story - St. Catharines Standard)

which would cut off the island from all but radio contact for weeks at a time.

The flight was planned to the tiny island, 20 miles long, with the co-operation of J.C. Theakston, marine agent, Halifax. For the flight, Mr. Snow engaged the services of Ray Hilan, of Rochester, N.Y. and his Grumman Widgeon amphibian aircraft. He and his pilot arrived at Eastern Passage airport, N.S. on November 7 and set out for Sable about 8 A.M. of the 8th.

"The trip to Sable is something I'll never forget" he said. During the two hours and twenty-minute flight he said they encountered an assortment of peasoup fog, driving rain and winds which forced them to turn back twice. Persistence won however, and they settled on the lake after a somewhat difficult landing.

"We were quite proud of ourselves once we had landed on the lake so when we approached the shore, the pilot lowered the wheels, gunned the engines and we shot right out of the water and onto the sand beach - something he regretted a few hours later".

After the gifts were given out, the inhabitants celebrated Santa Claus' visit. Shortly after 2 P.M. and with a merry hi-ho Santa set out for his plane, with visions of an easy get-away, but was faced with a craft solidly mired in the soft sand. With some heavy heave-ho and the pull of the ponies after an hour or so, the plane was out in the water again. Santa waved good-bye to the folks at Sable who would long remember the man who had overcome so many hazards to bring them good cheer.

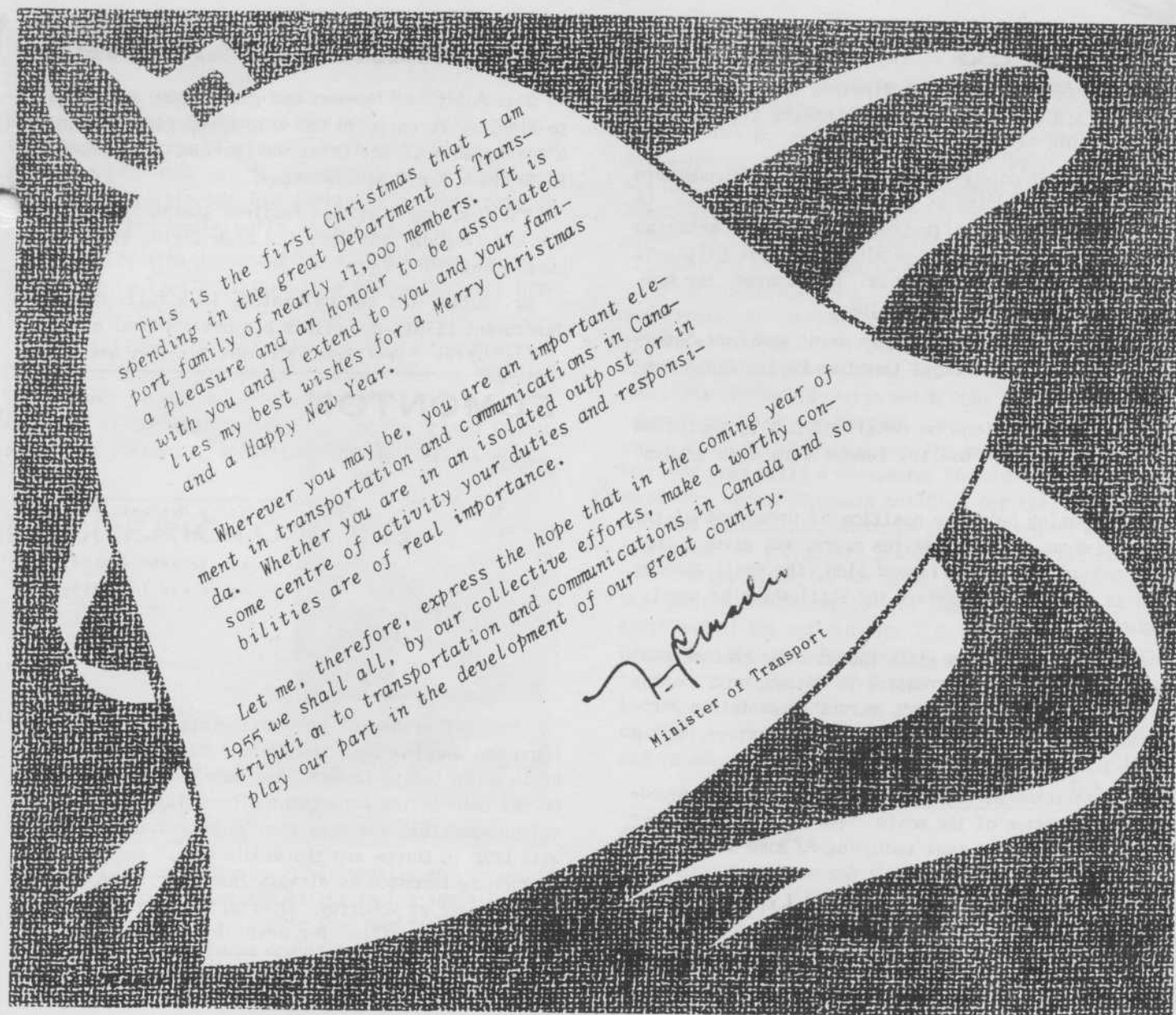
Mr. Snow reported the trip back was uneventful.

(Mr. Snow makes money from writing and distributes presents to lonely outposts such as lighthouses off the American coast. As he makes his flights around this season of the year he has been named the "Flying Santa Claus".)

Welland Canal Staff



1st Row (L. to R.) Mrs. J. Davis; Miss A. Hurley; J.H. Ramsay; Miss W. Craise; Mrs. A. Perfetto.
2nd Row (L. to R.) P. Ellis; F. Shelton; M. Campbell; A. Luce; R. Yates; W. Parkin; J. Travers; H. Steeves; C. Richardson.
3rd Row (L. to R.) N. Steele; C. Hunter; D. Wills; H. Debicki, R. Cronmiller; A. Perfetto; C. Wheeler; behind R. Cronmiller, A. Honsberger.



Staff Honours J H Ramsay

Employees of the Welland Canal gathered at the Atlanta Club to bid farewell to their superintending engineer, J.H. Ramsay, who retired at the end of October.

Superintending engineer of the Welland Canal since 1947, Mr. Ramsay was presented with a nest of tables and a silver tray by A.M. Luce, assistant superintending engineer, on behalf of the canalmen.

C.E. Richardson, supervisor of office services, was master of ceremonies at the dinner and the entertainment program which followed.

Among those who paid tribute to Mr. Ramsay was R.J. Burnside, assistant director of canal services, Ottawa, who brought greetings from the director of canal services, K.F. Mickleborough.

Mr. Ramsay in turn introduced the new superintending engineer, T.J. Ryan.

The retiring superintending engineer was educated at Ottawa and Queen's University and did post-graduate work at Cornell University, Ithaca, N.Y.

He worked for some time with a firm of New York consulting engineers and later with the Dominion Land Surveys. During the First World War he served with the Royal Canadian Engineers and was awarded the Military Cross after distinguishing himself at Vimy, France. In 1918 he was awarded a bar to the MC.

In 1921 he joined the then Department of Railways and Canals as a hydraulic engineer and in 1936 he was promoted to senior hydraulic engineer.

Controller Telecommunications Congratulates Award winner



The Controller of Telecommunications, G.C.W. Browne is shown presenting a cheque for fifty dollars and an Award Certificate to A.G.E. Argue, who put his ideas to work by submitting them to the Suggestion Award Plan.

Mr. Argue's suggestion concerned a mounting which he designed for radio interference cars. This mounting permits rapid change over of the two types of antennae required, and offers several other advantages in operation.

WINNIPEG

Before his departure from Winnipeg for Ottawa, Fred Bone, D.S.A.R., was a busy man attending functions to honour him.

At the end of October, approximately 175 friends were at a farewell gathering at the Winnipeg Flying Club, to bid Fred adieu with suitable gifts of three matching pieces of travelling luggage plus a leather suitcase. The presentation was made by Dr. J.P. George, the honorary president of the Flying Club.

Master of ceremonies for this event was Ross Screaton, president of the Royal Canadian Flying Clubs Association.

Other presentations on behalf of D.O.T. employees and the Flying Club bowling league were made by Hank Batt.

Fred, having held the position of president of the bowling league for the past few years, was given a complete set of bowling balls and pins (the small economy size) in order that he retain the skill which he acquired during this time.

The DOT well-wishers gifts included the necessary accoutrements for official duties in Ottawa, viz., a hoe for those "long rows to hoe", a rack to assist in "rake-offs", special pair of "red tape" cutters, and a shovel.....!!!!

The entertainment (?) concluded with a special soundtrack reproduction of the movie "The High & The Mighty" featuring an all-star cast including F. Bone and a group of close associates!!

We all wish Fred, Mary and Family all the best in their new location.

The management and staff of Central Northern Airways, at Winnipeg, held a farewell gathering in the Marlborough Hotel.

The Air Services Branch, Winnipeg, gathered in the offices of the Air Regulations Section, October 27. Mr. Bone was presented with an onyx Parker '51' desk set and Mrs. Bone received a blue rhinestone pin and earring set.

The presentation was made by W.S. Lawson, District Controller of Air Services, Winnipeg.

The occasion was honoured by the presence of S.S. Foley, District Controller of Air Services, Toronto; D.W. Saunders, District Superintendent, Air Regulations, Toronto; Maurice Louch and Charles Appleton, Captain and Co-Pilot of the Department's new De Havilland Heron; and D. Bell, District Aircraft Inspector, Toronto, as well as other members of the Toronto District office staff.

It is with regret that we must say, "Farewell, Freddie".

The new Dist. Sup't of Air Regulations will be Carter Guest from Ottawa recently appointed, welcome to the Winnipeg District, Mr. Guest.

Three recently appointed shift supervisors in WG ATC., are, Bill Kellough, Rolie Porter and Dudley Dorsett.

Two newcomers to ATC are Assistants Don "Torchy" Cowan, the Mustang maestro from RCAF 402 Aux. Squadron and Al Vanderpont.

Winnipeg DOTRA Curlers, smaller in number than in previous years, began their schedule on Monday, November 1, at the Heather Curling Club, St. Boniface, with an initiation night.

ACROSS CANADA WI

Gene Autry, of two-gun and guitar fame paid a visit to Winnipeg recently in his twin-Beechcraft, putting on a cowboy show at the Civic Auditorium, then proceeded to Brandon for a similar show.

"Tex" Robinson and his rustlers assisted in collecting the landing fees from the high-flying hero of the purple sage.

Mr. Autry, for the uninitiated, is a fully qualified Instrument Pilot, and pilots his own personal aircraft.

From "Spotlight" Winnipeg District News Sheet

EDMONTON



Wally Dutchak, Personnel Officer, says goodbye to Sabe Lantinga as he leaves for Ottawa.

The best wishes of Edmonton staff go to Inspector Lantinga, who has been transferred to Ottawa. Sabe, as he is known to his friends, has been with us since 1948. He has been in the Department since 1940 with an interval between 1941 and 1945 when he was on active service with RCAF in Europe and the Middle East. Before his promotion to Edmonton as Airways Inspector, Sabe was Airport Manager at McMurray, Alberta. He had also been in the Lethbridge office for several months.

We are pleased to see that Bob Offley is back on duty at Beaton River after a siege in hospital here in Edmonton. Our best wishes for a speedy recovery go out to Hugh Rayment of the Airways staff, who has been on sick leave since the latter part of August.

W.E. Stewart was recently promoted to the position of Radiosonde Inspector for Western Canada. Mr. Stewart was formerly Officer in Charge of the Edmonton Radiosonde Station.

Inspector R.S. Nowland recently joined the Airways Staff in the Edmonton District Office, having been promoted from the position of Air Traffic Control Assistant at Winnipeg. He previously served with the RCAF from 1941-45 as a Transport pilot in Western Canada, India and Burma.

The Edmonton District Office Social Club held a fall dance at the South Side Legion Recreation Centre on October 1. Good music and refreshments were available and a good time was had by all.

Our best wishes go to Mrs. Natalie Rickenberg (nee Corry), Mrs. Eileen Yanchura (nee Dedik) and Mrs. Margaret Pinkoski (nee Demynck) on their recent marriages. Natalie and Eileen are continuing their services with the Department.

Wesley Stanton

MONCTON

On the afternoon of September 3, the District Office staff gathered in the Records Section to say goodbye to H.J. (Jeff) Williamson on his departure to assume the duties of District Controller of Air Services in the Edmonton District. Mr. Williamson had been the D.C.A.S. in the Moncton District since September 1950.

THE D O T REPORTERS

W.R. (Buzz) Butler, District Radio Aviation Engineer, presented a pair of binoculars and a tie clip to Mr. Williamson on behalf of the staff and expressed our regret on his departure from among us and extended our best wishes to him and his family on their return to Edmonton where he formerly served as D.R.A.E.

Mr. Butler also presented him with a brooch for Mrs. Williamson on behalf of the girls in the District Office.

Mr. Williamson is not only missed in the District Office but also in community circles. During his stay in Moncton, he was an active member of the Y's Men's Club and of the choir of the St. John's United Church and other community activities.

Barrie Miller

FREDERICTON N.B.



The 1951 de-commissioning of Blissville and moving to new quarters at Fredericton, after twelve years in that lovely valley, was like moving from one's childhood home; but orders are orders and it was done. After three years at the new site we are again beginning to feel at home.

This St. John River valley was settled by United Empire Loyalists, some of whom must have carried with them a nostalgia for the Old Country; for they named this locality Lincoln years before Honest Abe was ever heard of. There is an Upper and Lower Lincoln, Fredericton Municipal Airport is at the lower end of Lower Lincoln. With an active flying club operating from the field and the greatest present activity of the Camp Gagetown area slightly more than three miles distant, we do not lack for "something doing". It will be even more so when Trans-Canada Air Lines inaugurates their third and fourth daily landings here shortly.

In spite of more rain than we needed, the summer has been enjoyable with annual leaves worked off in good order to date and everybody apparently quite happy. We have been fortunate in experiencing little staff change. When Eric Hoyt, who had been with us since 1939, decided to resign and enter private business in the Spring of 1953 he was replaced by Norman W. MacNeill from Charlottetown Range. Norm eventually put in for transfer back home, which became effective September 1, and we lost another good friend and efficient operator to Charlottetown Range. Transferred from Sydney is F.G. "Gerry" Perrin, who has taken over Norm's job and apartment, (they are almost impossible to obtain around here - both apartments AND jobs), and is showing unusual ambition by taking on classes at the University of New Brunswick - in addition to full work routine. We wish him luck.

As for the Blissville administration building, which was de-built board by board and rebuilt here at Lower Lincoln's Fredericton Municipal Airport, even its original

crowded single room of the second floor which housed both Radio and Meteo, as well as teletypes at Blissville have here been extended to three full rooms - one for Radio, one for Meteo, and teletypes (how restful not to have to take aircraft pxs through teletype din!) and the third room for the first man: O.I.C. Freeman Ogilvie, who has been in charge since we opened at Blissville in 1939. Downstairs an even greater reformation has taken place. T.C.A., which occupies the whole northern or cityward end of the main floor, had partitions refitted to their specifications. A large general waiting room was created at the centre of the present structure and fitted with foam cushioned modern furniture. At the opposite end of the waiting room from T.C.A. is M.C.A. (Maritime Central Airways) which runs daily flights between Charlottetown, Moncton, Saint John and Fredericton. Added to these improvements the City of Fredericton last year built a one-storey 50-foot addition to the southerly end of the main building for the use of Customs and Immigration, which is frequently used when Boston planes of T.C.A. are unable to use the port cities due to a formation, we are told, of fog along the coast. This year a one-storey 40-foot addition was made to the north end of the building for T.C.A. storage and air express facilities. Frequently, when M.C.A.'s DC-3 and three or four T.C.A. DC-3's are parked on the ramp at the same time that the ten locally-operated small aircraft are parked around the ramp's perimeter, (to use a modern quote) "the joint is really jumpin'".

C. A. Rigby

OTTAWA

Dancing to the smooth rhythm of Cecil Julien's orchestra, chatting with friends, varied refreshments and songs by Bob Hocking, popular radio singer, provided a night of fun and entertainment for about 200 employees of the Department at their 6th annual dance held in the Assembly Hall, Thursday November 4.

The dance was organized by the executive of DOTRA which included Rene Deschenes, Chairman; Larrel DeBow, Lorne Hall, Bonnie McIntosh, Nora Labine, Bill Munro, Bob Collingwood, Lorraine Mahoney and Bob Hocking.

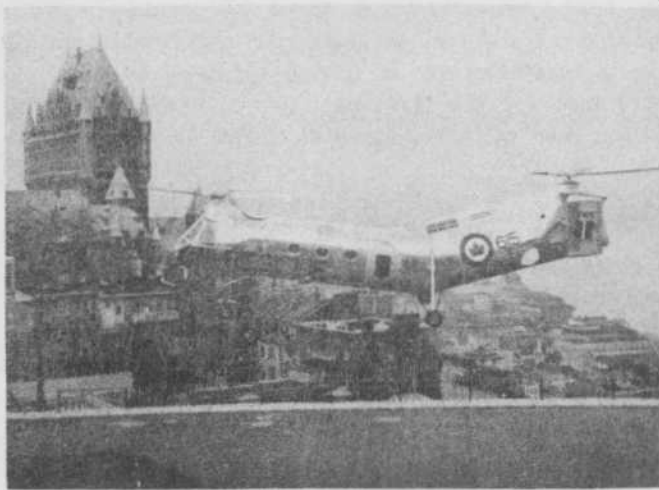
Among those present were Mr. and Mrs. J.R. Baldwin, Deputy Minister; Brig. and Mrs. C.S. Booth, Assistant Deputy Minister; Mr. and Mrs. A. Watson, Marine Superintendent, Mr. and Mrs. A. Cumyn, Chairman Board of Steamship Inspection and Mr. and Mrs. W.H. van Allen, Chief, Information & Editorial Bureau.

Door prizes were won by Miss Meunier and B. Beckett. They were drawn by Deputy Minister J.R. Baldwin.

Rene Deschenes, (Nautical)
the hard working president of DOTRA found time to enjoy the party as well. Photographed with him are: Marie Guibard, Henriette Burroughs and Gerry Vallieres.
(Journal Photo)



Airlift à la 'Copter.



Piasecki 'copter over heliport in Quebec City. Chateau Frontenac in background.

Canadian Civil Aviation participated recently in a unique co-operative enterprise. It was not strictly a civilian show for both the Air Force and the Navy took part. Nor was it strictly Canadian for an American aircraft helped in the good work. Indeed, it was not strictly Aviation, for the Quebec City officials and employees played an active part in providing Police and Fire protection; and the Canadian Marconi Company, which can hardly be called an aviation concern, although it has done much to benefit aviation, took a hand. Of course, the Department of Transport got into the act; nor was its part limited to pronouncing a blessing before the play began and giving heartfelt thanks after it had been successfully completed. Nobody got paid, and everybody profited.

To the Air Industries and Transport Association must go the credit for deciding to operate by helicopter the first airport-to-city passenger service in Canada. The plan called for picking up passengers arriving at Ancienne Lorette airport and whisking them by helicopter to a landing in Quebec Citadel. The occasion was the annual convention of AITA in Quebec on November 7 to 10. The RCAF., the Navy and Bell Aircraft Corporation each provided a helicopter complete with crew. The Canadian Marconi Company set up a control tower with communication facilities on the temporary heliport site. DOT approved the site, helped to co-ordinate the planning, and provided a Traffic Controller, to direct air movements. Tom Patterson of Spartan Air Services

too; the responsibility of running the whole show. It was not a light responsibility because this was the first time in Canada that anything of the kind had been done; but the task was perhaps less onerous by the fact that everyone involved was intensely interested in making a success of it.

Jack Hunter DOT helicopter expert arranged for and licensed the site on a temporary bases for the landing of the helicopters. In contrast to an airport, the space required for a heliport is about 100 feet in diameter. This Quebec heliport had been established on one of the most historic sites in Canada, perched on the high ground alongside the Citadel, and commanding a magnificent view of Quebec City and the St. Lawrence River. In normal times it is a roadway, an observation point within four minutes walking distance from Chateau Frontenac.

The improvised air traffic control at the heliport was operated by Lloyd George Lewis, Air Traffic Controller from the Quebec tower, J.E. Goulet, airport manager, Ancienne Lorette, looked after arrangements at the airport.

It couldn't help but be successful, and it was. Four hundred and fifty-three passengers were carried, including pretty nearly all the top brass of Aviation in Canada, a lot of people who were simply "top brass" and a few, including the Minister and the DM who starred in both roles and were among the first to make the flight from Ancienne Lorette Airport to the Chateau Frontenac a distance of twelve miles in about ten minutes, compared to 60 minutes on the overland route. In all, one-hundred and sixty-five flights were made without a hitch.

Nobody kept a score card on costs so the accounting fraternity will have to await another victim before giving sentence. The operation did, however, disclose a lot of problems and gave some indication as to how they might be solved. The innovation was watched with great interest, for the day may soon come when helicopters will be a transport means of linking airports with large and congested cities. It showed that, technologically at least, such a project is well within our grasp. Finally, as a joint enterprise, it was one of the smoothest pieces of co-operative work that one could wish to see. All other considerations aside, it was well worth while from that standpoint alone.

Do You know These FACTS About YOUR GROUP INSURANCE PLAN

1

Repeated FULL Benefits, for the SAME illness, are payable when employees return to work for one full day between Hospitalizations.

2

Initial surgery, due to accidents, for employees and their dependents, is payable whether performed at home, at the Doctor's office or on the street.

3

Coverage for Superannuated employees is continued AT NO EXTRA COST. Full benefits are payable for TB, polio, nervous disorders and other illnesses of an unusual nature.

LATE FLASH!

Your reporter has learned that the Board of Trustees of Transport's Group Hospital and Surgical Expense Insurance Plan hopes to be able to make an extremely important announcement soon. No details have been released, but reliable sources believe that a new Plan, Plan C, is projected. Surgical and medical costs have risen sharply during the last few years, and it is believed that the new plan will offer increased benefits, so that an employee will not need two Plans in order to pay Doctor bills.

Your reporter has been informed that the new Plan would not, in any way, affect the provisions of the present Plans A and B.

YOUR DEPARTMENT OF TRANSPORT GROUP HOSPITAL AND SURGICAL EXPENSE INSURANCE PLAN.

CHECK THESE POINTS CAREFULLY. THEY HELP TO MAKE THE BEST DEAL YOU EVER HAD!



2000033152

Meet The Boys From Newfie

Come all DOT readers, as I'd like for you to know
This band of Transport workers in Nfld. and so
Their names and occupations to you I will unfold
From first to last as fine a crew as anyone could behold.

First we have Captain Randell, who of course is in command
Of this little group of workers in St. John's, Newfoundland.
He listens to our tales of woe, then with his friendly smile,
He straightens out our trouble; life seems again worth while,

Our second in command is a man named R.E. Stone,
Who was once a sailor lad and on the sea did roam.
The knowledge gained when he was thus, proves advantageous now,
For his usual right decision stops many a wald-be-row.

The man in charge of our Accounts Will Charming is the lad,
Also his assistant, another Will bedad.
Says Will to Will "Will how are things?", says Will to Will "I hate
To tell you this, but as things stand we must liquidate".

Then there's Mac Pike, our storeman, a decent kind of man,
With his Assistant Terry Prowse, they do the best they can.
If it's four hundred O-two-O, I must have your three nineteen,
We must build up our Stores, says Mac, so come now don't be mean.

Our Carpenters next I'd have you meet if you do not mind
There's Supervisor Parsons, his beat is hard to find,
There's foreman Frankie Fisher and his helper Eugene Way
And that faithful worker Blundon, who comes from Trinity Bay.

Next come our Mechanics, men who know their trade,
Bowering, Cantwell, Conway, their names shall never fade.
And Burton too, our Light man, well he's one of the best
And gladly will co-operate to put a light on test.

Then there's Paddy Connolley, who is soon to leave, I hear,
I do not know what Pat is classed, but Pat is fair and square,
And you'll always find him ready to lend a helping hand,
A finer man you will not find in this fair Newfoundland.

In Stores, we have Will Collins and Jerry Squires likewise,
To fill for us our orders, they're a jolly pair of boys.
Willie Power drives the truck, he can turn her on a dime
And with his helper Jim O'Neil are on deck all the time.

They say that ladies should come first although God made them last,
But of this I'm sure that our Stenos cannot be surpassed.
Likewise our little filing Clerk who has things well in hand
For where could you find better than the Girls from Newfoundland.

There's Dorothea Donovan and she's as pretty as her name.
And little Pauline Hickey who always plays the game,
There is Daphne Moore the filing Clerk, very young and gay,
Last but not least our ain Steno, Mary Lacey from Torbay.

Now I made to you a promise in the first verse of this song
So please bear with me a minute, the waiting won't be long.
Now that you have met the others, this I'll tell to thee
My name it is BEN DALTON, occupation, Clerk Grade 3.



As the Aeroplane pushes its way across Polar
skies Navigation and Radio Aids, and Weather
Information are needed to keep it happy and
and on its course.

Returning from a trip to Frobisher Bay, and
Padloping Island, a post within the Arctic
Circle, now operated by the Navy, but sched-
uled for operation by the Department, W.S.
Woodley, of the Staff of the DRAE in Montre-
al and Student Assistant E.D. Kobernick, br-
ought back some pictures.



Shown here are, inside the staff building
at Frobisher are: W.S. Woodley, DRAE Staff,
Montreal, J. Edison, Radio Operator, J.A.
MacCallum, O i/c Met., Frobisher.



Motor Pool, Padloping.

\$ HE MADE TWO GOOD IDEAS PAY OFF \$



Doug Laycock, OIC of Pagwa Range, receives
cheques totalling \$60.00 from S.S. Foley,
DCAS., Toronto, for his accepted ideas on
the handling of Air Traffic Control mes-
sages.

Gander Town Comes to Life



Gander, Newfoundland, is the only place in Canada and one of the few places on earth that is entirely dependent on Aviation as a primary source of income. The community has hotels, restaurants, stores, movies, garages, barber shops and a few other services and facilities, normally associated with a population of over 5000 people. But they are all dependent upon Aviation, and if for any reason this primary source of revenue ceases the CNR hasn't enough rolling stock in Newfoundland to take these businesses away from Gander as fast as they would like to go. There is no cause for alarm. The indications are that Gander will be busy servicing aeroplanes in undiminished numbers well into the year 2000.

Long before Confederation of Newfoundland and Canada it was known that the populace would ultimately have to be moved from the airport to a new site lying outside of it. The buildings which housed the personnel and businesses sprung up out of a wartime emergency with no time or space for frills. Both the airport and the community have been growing at a rate much faster than was anticipated.

At the time of Confederation, the population appears to have been about 3000. It is now over 5000. The longest runway was about 5000 feet. There are now two over 8000. The airport is still growing and the community is still growing, with nowhere to expand. It would be as reasonable to suppose that one could grow a lobster and an oyster in the same shell, as to imagine that at this condition could continue much longer.

The solution to the problem was the development of a townsite a distance from the airport with lots of room to expand.

A little over two years ago assistance was sought from the Central Mortgage and Housing Corporation. Their staff working in co-operation with departmental officials selected a new site half a mile or so west of the airport boundary. Considering the rather rugged nature of the country, it is a good site. It has more earth than rock under the surface and not very much of the earth is muskeg. Water and sewers can be installed without making with explosives like zero hour on a Normandy beachhead on VE day. Furthermore, it is possible to make lawns and gardens; and finally the site has a fine prospect overlooking Gander Lake.

The town has been laid out with due regard to the latest thought in landscaping. Ample provision has been

made for parks and boulevards; and sites have been reserved for schools with playgrounds, churches and hospitals, library, a city hall complete with jail, for though ultra modern in concept, the wisdom of the ages has not been neglected.

Central Mortgage and Housing Corporation has already built 100 houses and apartments which have been rented to departmental employees. Thirty more should be ready for occupation early in the new year. About fifty private dwellings have been built or are in the process of being built. One store and one garage are under construction, and commitments have been made with half a dozen more business firms. An agreement has been reached between the provincial and federal governments whereby each will bear one half of the cost of financing two schools up to a combined total of \$600,000.00. The various church organizations have done fine job in raising an amount near to \$300,000.00 for the construction of new churches in the townsite.

Perhaps it should be explained that all the land is owned by Central Mortgage and Housing Corporation. That company will sell a serviced lot to any prospective home owner for \$50.00. Speculation however, is strictly controlled. The Department of Transport has installed water, sewers and electricity in the townsite and has constructed the roads.

The community is now so large that it is beginning to have problems. It has not had a bank robbery yet because it hasn't got a bank, although one banking house has shown interest in starting a branch. Realizing that this is Gander Town and not Utopia, the Newfoundland Government has taken steps to give it a quasi-municipal status and is in process of setting up a Board of Trustees to administer the town until such time as the citizens decide they wish to elect a body to run their own affairs.

The way is now open for business enterprises to enter the area and add to the wealth and stability of the community. Unless the Gander folks are greatly different from people anywhere else on earth there will be a need for plumbers, dentists and carpenters and other trades, callings and professions representing all the multifarious needs of human beings, in the second richest country on earth in the middle of the twentieth century. Gander town is much like the rest of Canada; barring a time bomb the future looks good.

(The photo on Gander Town was taken by Hon. George C. Warler, one of whose several hobbies is photography.)

ANOTHER SUGGESTION PAYS OFF

A cheque and Certificate of Award were presented to S.E. Henderson (R) Bridge-master in the Trent Canal System, on November 17. His suggestion led to the ordering and displaying of Posters on the Holger-Neilson method of artificial respiration. C.M. Dalgleish, local Canal Superintendent, made the presentation.

Photo by Major J.P. McGrath.

