



The Golden Hawks, the RCAF's precision flying team, have started their 1961 series of performances that will take them across Canada and to the United States. Flying gold, red and white Sabre jets, the team of highly skilled pilots will demonstrate both formation and solo aerobatics. At rear, left to right: F/L E. J. Rozdeba, 29, of Bienfait, Sask., "slot" man in the formation flying and a Golden Hawk of 1959 and 1960; F/L B. R. Campbell, 29, of Almonte, Ont., who flies right wing; S/L J. D. McCombe, 28, of Fredericton, N.B., the team's leader and also a Golden Hawk of 1959 and 1960, and F/L Lloyd J. Hubbard, 38, of Delia, Alta., who flies left wing. Front row: F/L John L. Frazer, 29, of Vancouver, team spare; F/O Bob Dobson, 25, of Regina, the commentator for the team's performances. F/O W. C. Stewart, 27, of Dalhousie, N.B., lead solo and another Golden Hawk for the third year, and F/L A. F. McDonald, 32, of Barrie, Ont., also a solo performer. — RCAF Photo

Ali Means of Travel For Census Taker

Neither wind, nor rain, nor flood, nor gale — can block the course of the Canadian census. The census taker may be slowed down, but he eventually gets through.

Canada's geography poses many problems that must be considered during the planning of a census. Isolated trappers of the north, fishermen along the lonely Newfoundland coastlines, resident of treacherous Sable Island — all must be reached by the census taker.

Pack horses, jeeps and farm

tractors will have to be used in some isolated areas, where census takers must know the country or be supplied with a guide. Almost every type of water transportation — from lobster boats and river barges to canoes and power boats — will be brought into play somewhere in Canada.

Planes may have to be chartered to reach people in some isolated areas, as in previous censuses. They cost less than sending two men in a canoe for a two-week

trip.

But census taking, even in isolated areas, can be very pedestrian. In many cases, the final approach will have to be on foot.

The geography of Canada's most westerly province will call for jeeps in the north, fishing boats and row boats along the coastline, and pack horses in the Finlay and Laird areas. Pack horses, by the way, can pose special problems. A census taker 10 year ago claimed hay and oats on his expense account. Realizing horses just weren't on the payroll, the regional officer checked. The explanation: a pack horse — the only suitable means of transportation — had to be fed.

Canada's most easterly province — Newfoundland — has almost

1,100 communities scattered along its 6,000 miles of deeply-indented coastline. For most of these coastal settlements, the sea is the only highway and boats the only means of transportation. Powered passenger boats, 30 to 40 feet in length, will each serve as home for two crew members and two census takers, as the craft tie up in one settlement after another.

Water transportation, especially in areas of Newfoundland facing the broad, unsheltered ocean, is subject to the vagaries of wind and weather. "God willing and weather permitting", June will be a placid month and the boat enumeration will be smooth sailing. But the month could be one of high winds and rough water, delaying the start and completion of the census taking. And operations along the North East coast, even in June, could be hampered by ice.

Boats will also play an important role in the enumeration of Nova Scotia, especially along the southern coast. Census takers will travel to the many islands in lobster boats and other small fishing craft. The enumeration of Sable Island will present a problem; the island, south-east of Halifax, is noted for its treacherous currents that have caused many a wreck.

In Ontario, boats will visit the islands of the St. Lawrence and Georgian Bay. Planes were used in areas of the Parry Sound-Muskoka District in the last census,

but a new highway will make their use unnecessary this year.

That makes repetition of a near-tragedy in the 1956 Census even less likely. A float-equipped aircraft flipped over on landing. Fortunately, the only damage was to the aircraft. The pilot and census supervisor escaped with only a dunking — and a scare.

During the rainy weather in Alberta and Saskatchewan, dirt roads turn into mud quagmires. When the going gets rough, four-wheel drive trucks and tractors have to be used. During one census, a half-ton pickup was stranded three weeks with census documents. The census taker, in that case, walked nine miles and rode in again with a pack horse.

Other difficulties are also encountered in reaching outlying settlements of Alberta and northern Saskatchewan. Canyons have to be crossed by cable bridge or trail in mountain areas, rivers have to be forded.

But help from neighbours at hand makes these isolated treks rewarding though formidable. Census officials say they "never cease to be amazed" at how helpful Canadians are to a census taker stranded miles from civilization.

Between 1945 and 1960 expenditures on health by all governments in Canada rose from \$67,818,000 to \$792,364,000.



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Friday June 9, 1961

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