

Defence Minister Takes Over C.P.R. Hospital Car



Defence Minister J. L. Ralston, up on the ladder in this picture to look over one of the upper beds in the 28-bed casualty ward, had high praise for the third hospital car turned out by the Canadian Pacific Railway Company at its Angus Shops in Montreal when he inspected it at Ottawa this month and released it for immediate service in Canada and the United States. The air-

conditioned hospital on wheels was "as nearly perfect as it can be," the defence minister said, and he congratulated those responsible "for the thought as well as the work" which made possible the most comfortable accommodation for Canadian casualties. The car was the first of two released this month and two more are under way at Angus Shops to bring to six the number of these

wartime units of rolling stock provided by the C.P.R. to specifications of the Royal Canadian Army Medical Corps. Back of the defence minister in this picture is A. L. Saure, general agent for the C.P.R.'s passenger department at Ottawa, who took him through the car; and standing by is Col. G. S. Currie, deputy minister of national defence (army).

Atlantic Service Operated by T.C.A.

In 95 crossings of the Atlantic, Lancaster transports operated by Trans-Canada Air Lines in the Canadian Government's wartime trans-Atlantic service have rushed approximately 60,000,000 letters to and from the forces overseas. With four aircraft in service, three round trips are now made each week between Montreal and the United Kingdom, according to H. J. Symington, C.M.G., K.C., president of T.C.A. Five aircraft, all but one built in Canada, will be in operation this summer. Flights are made direct between Montreal and Scotland, without intermediate stops, and the distance, 3,100 statute miles, has been covered in little more than 11 hours.

The service was designed by the government primarily to speed mails for the Canadian forces overseas, but other freight is carried, parts and equipment of importance to the war effort. No fare-paying passengers are transported but official passengers are sometimes carried. These, designated by the Department of Transport or the office of the Canadian High Commissioner in Great Britain, are representatives of government departments, ranking military officers, technicians and others travelling on urgent war business. At the request of and for the Canadian Government Trans-Canada Air Lines undertook this wartime operation, its crews augmented by R.C.A.F. personnel. Modification and maintenance of aircraft are the responsibility of T.C.A. engineering staffs at Montreal, also engaged in the conversion, servicing and maintenance of Liberator aircraft used in the return ferry service of the British Overseas Airways Corporation.

Trans-Canada's participation in trans-Atlantic flying began seven years ago, when the air line handled the Canadian arrangements for Imperial Airways, now B.O.A.C.

The present trans-Atlantic service operated by T.C.A. for the government was inaugurated on July 22, 1943, with the first eastbound flight by Capt. R. F. George, pioneer T.C.A. pilot who was later operations manager for the air line. The first westbound flight, July 24, was in charge of Capt. M. B. "Jock" Barclay, another T.C.A. veteran now operations superintendent for the Atlantic service.

The first aircraft used, numbered T.C.A. 100, and affectionately known to the crews as "the old warhorse", is a Lancaster bomber, built in England and converted to transport use. To it were added TCA 101, TCA 102 and TCA 103, built at Toronto by the government-sponsored Victory Aircraft Limited, and modified for transport

NO GARBAGE COLLECTION

MONDAY, AUGUST 7th.

(CIVIC HOLIDAY)

Garbage will be picked up on the Thursday Collection

PLEASE TAKE NOTICE

All Garbage must be wrapped in paper and put in good containers.

FOURTH PRIZE LETTER IN COUNTY COUNCIL CONTEST FOR HALTON

We present this week the letter which won fourth prize in the County Council contest written by James DeLis, Acton.

Sometimes the headlines of the news carry information about parliaments, conferences and far away places. However we are apt to forget that this vast Dominion of ours is made up of a multitude of governing and regulating bodies through which problems of the Dominion as a whole are arranged for the needs of the greatest number.

My visit to Halton County Council was indeed an insight into collective arrangements of government. Here I saw representatives from all municipalities of the county bringing forth their view points for discussion in a larger group. I was permitted to meet the officials who serve the county in carrying out these deliberations. It was also my privilege to see the jail, the

Registry Office, the Court House and all the organization that is necessary to conduct the affairs of Halton County. It was indeed a privilege I will long remember.

In school studies I had learned about some of our forms of government, but this visit, and actually seeing the council in session, gave me more understanding of the conduct of our public affairs than I would have gained from any long course of study. Seeing the jail was, of course, interesting, but hearing the Crown Attorney, Mr. Dick, give some practical advice to children and telling how crime, even if small, can only end in punishment and a ruined life, brought the truth of his address very close. I was also very much impressed with my visit to the Registry Office and the system of keeping the records there.

Of course, I enjoyed the splendid meal and the fine outing provided. The sessions of council were also very interesting and among the discussions held and motions passed were: that county councillors should get a more

liberal allowance of gasoline, that help should be asked from the Ontario department about the starting menace, and that Highway Number 26 should be given more attention and improved. I hope that other pupils of Halton Schools will have a similar privilege of gaining first-hand information about our county government.

NEARLY HALF SIXTH LOAN SUBSCRIBED IN ONTARIO

Subscriptions of the provinces toward the \$1,407,676,650 total of the Sixth Victory Loan, given in the Commons, showed: Prince Edward Island, \$8,394,700; Nova Scotia, \$40,401,900; New Brunswick, \$30,624,050; Quebec, \$403,935,450; Ontario, \$647,376,550; Saskatchewan, \$37,977,600; Alberta, \$46,651,500; British Columbia, \$107,475,550; Newfoundland, \$2,607,250 and overseas, \$13,383,550.

Subscriptions numbered 3,077,123 with \$763,885,900 credited to special names lists and \$643,690,700 to payroll savings canvass. Expenses in connection with the loan totalled \$3,829,927.

Serving IN THE RANKS

Buses are serving in the ranks for the duration. They're on the go transporting groups of sailors, soldiers and airmen from centre to centre, and serving men and women on leave. You'll agree that this is one of the most important jobs right now—even if it does mean that your bus service has been curtailed and that you may have to put up with some inconvenience and delay. However the future does look bright for bus travellers. Already Gray Coach Lines is planning a fleet of smart new buses for peacetime. Then, once again, you'll enjoy the thrill of carefree highway jaunts.

Long's Confectionery - Phone

GRAY COACH LINES

Midnight Frolic

Sunday After Midnight

August 7th, 12.05 a.m.

Huttonville Park

MODERN AIRES ORCHESTRA

The best Dance of the Season.—Come One, Come All.

service by TCA engineering staffs at Montreal. The Lancasters have an all-up weight at take-off of 63,000 pounds, can carry 3,200 gallons of fuel and cargoes up to 9,000 pounds. Their wingspan is 192 feet, they are about 75 feet long and nearly 18 feet in height from the ground. They are powered by four Rolls-Royce Packard-built Merlin 39 engines of 1,250 horse-power each.

Some time before the service began, TCA crews were busy familiarizing themselves with the aircraft and the route. Capt. Barclay and another senior pilot, Capt. George Lothian, were granted leave of absence. For three months they took part in the ferrying of bombers across the Atlantic to Britain, under the Royal Air Force Ferry Command. Trans-Canada crews, headed by Barclay, Lothian and Capt. J. Lindsay Rood, now chief pilot in the T.C.A. Atlantic service, were assigned to the acquisition of TCA 100, early last year. Capt. Barclay was assigned to explore its capabilities. On several freight flights from Moncton to Goose Bay, the aircraft proved that it could carry great loads on long distances at high speed.

Barclay and his crew flew the Lancaster to England for conversion. Gun turrets, bomb bays and armor plating were removed and two extra gas tanks were installed so that the aircraft could fly 4,000 miles non-stop. Since that time, the aircraft has been substantially modified for transport work by TCA ground crews.

On the first regular flight, July 22, the crossing was made in 12 hours and 26 minutes. This was a record but it has since been broken several times. In January this year, two of the Lancasters left Montreal four minutes apart and landed in Scotland within two minutes of each other. One plane, carrying 6,207 pounds of mail and 119 pounds of express, made the trip in 11 hours and 16 minutes, breaking the record set in November, 1943, by a B.O.A.C. Liberator. The captain was G. B. Lothian coming in two minutes later. Capt. Barclay established the record which still stands—11 hours and 14 minutes. His aircraft carried 4,524 pounds of mail and 408 pounds of freight.

The fastest westbound crossing of the Atlantic was made by TCA Captain R. M. Smith on February 29. It took 12 hours and 59 minutes.

The average ground speed made on the record westbound flight was 240 miles an hour. Eastbound, the average was 277 miles an hour.

In summer, the aircraft fly at an average height of 8,000 to 10,000 feet. In winter it is 12,000, with climbs as high as 20,000 feet to rise above weather.

"Routine" is the pilot's description of the ocean crossing. They seldom even see the ocean and they have never had any exciting incidents to report.

Flight crews consist of Captain, First Officer, Navigation Officer and Radio Officer. Captains now in the service are Barclay, who sometimes flies the route, although he has heavy shore

responsibilities as operations superintendent; Rood, Lothian, R. M. Smith, F. Kelly Edmison, J. A. Wright and J. R. Bowker, all veterans in TCA service. This month, TCA will have six complete crews in the Atlantic service, retaining R.C.A.F. navigation officers. Capt. Barclay was appointed to his present position, Capt. Rood became chief pilot in February of this year. Noel Humphreys is station manager at Montreal and Stanley Hewitt in Great Britain. Charles Paisley is maintenance supervisor and David Tennant, chief engineer at Montreal.

HOT AIR FURNACES

The temporary "freeze" of hot air furnaces is now lifted, the Wartime Prices and Trade Board have announced.

Homeowners and builders who obtain certificates of essentiality will be able to secure new furnaces as soon as delivery can be arranged. The supply of hot air furnaces is very limited, and close control of all sales must be continued.

Each person requiring a new hot air furnace must submit an application for a purchase certificate. In the case of a homeowner planning to replace an old furnace the application must show that the present furnace cannot be repaired. Applications can be made at any regional or local office of the Board.

Retailers may not sell a hot air furnace unless a Board certificate is presented with the order.

Joseph E. C. Marks, one of the famous Marks Bros., whose stock shoe companies were well known several years ago died at Perth, Ont. Only one of the brothers, Ernie, still survives.

PHONE 161
Corner Main & Guelph Streets

Scott's Garage

INTERNATIONAL

SALES and SERVICE

SHELL PRODUCTS