

about being hand fed they soon learned that they had a friend. When the lunch was over the salt licks were spread out and it was a sight always welcomed with much snorting and earth pawing by the bucks. I often wondered who enjoyed that interlude most, the towerman or his four legged visitors.

On the same Range there was another tower, only this one was accessible only by the Espanola - Little Current highway. One day the phone rang in the Chief Ranger's office and the towerman's highly excited voice shouted, "Dave there's three elephants com-

ing up my tower trail. Deer yes, moose yes, but elephants" . . . Nothing more outlandish could happen than that. The towerman was not given t hallucinations and eventually the explanation came through by way of regular channels. A small circus en route to the Manitoulin Island area had three small elephants in a van which suffered a broken axle. To instal a replacement, the elephants were unloaded and their mahout took them for a tail to tail jaunt up the tower trail.

The same towerman made a small vegetable and flower garden adjacent to his living

quarters. The vegetables he grew supplemented his larder and the flowers gave the place a home-like atmosphere. He had obtained twelve rose bushes and called them the "Twelve Apostles." No irreverence intended. He also had a tame deer that he called "Tom." One night "Tom" jumped the small fence surrounding the plot and a te Matthew, Mark, Luke and John and that caper on Tom's part, sort of excommunicated him for a while.

Then a third character. He was formerly a Major in the British Army and during the period just before retirement

he had been assigned to liaison duty with the Navy. Here, he learned the advantages of range finder. During his years as a Towerman, he bombarded the Barr and Stroud people in England, manufacturers of the navy range finders, to develop a lighter more simplified finder for Tower use. His claim was that a single Tower, equipped with a finder, could eliminate the necessity for an intersecting bearing. Somehow that idea never materialized but I often hoped it would.

Truly, a vanishing breed of men.

Water bombing has become an important element in the

suppression action taken on forest fires in Ontario.

The department of lands and forests fleet of 28 Turbo Beavers, 10 Standard Otters and a twin Otter can deliver water or chemical retardants in load capacities from 140 to 450 gallons per drop. The internal float tanks which were designed for these aircraft allow them to be used as water bombers without restricting their use at other times for passenger and cargo transport. The water dropping system is activated by the pilot electrically jettisoning the load through doors on the bottom inboard sur-

face of the floats. Loads are picked up through probes extended below the floats as the aircraft touches down on the water for a short distance.

Some of the aircraft are equipped with Gelgard systems which selectively inject the chemical into the water to produce a viscous gel which improves adhesion and fire resistant properties of the drop.

Other fire retardant chemicals are being tested in the continuing effort to improve techniques and increase effectiveness of water bombing action on forest fires in the province.



**HONORED**—Schreiber Bank of Montreal manager Pat Conley, left, who has been transferred to Thunder Bay, receives cheque from master of ceremonies Gino Caccamo, centre, as Dan Secundia looks on.

## Next Trains Will Fly

A new word is about to enter the Canadian vocabulary. It's Maglev — short for magnetic levitation. Maglev is a noiseless, pollution free transport system which can whiz passengers along at up to 300 miles per hour.

Canada's top authority on Maglev, Professor David Atherton of Queen's University, Kingston, predicts that Maglev trains will be in use in ten years and in Canada from ten to fifteen years.

However, we could have it in five years if it was high on Canadian priorities.

He makes his statements in an issue of Canadian Consulting Engineer magazine.

With the Maglev system, magnets lift the vehicles a few inches above an aluminum track—then propel it at high speed with no sound except the whoosh of air currents.

While it sounds futuristic, all the necessary components such as super-conducting magnets are already developed, or actually in use in other projects.

The aluminum tracks and bridges should be cheaper to build than conventional highways and bridges, Professor Atherton says.

He also feels that Maglev's technical and scientific problems can easily be overcome. The main problem he says is marketing the system to the politicians and the travelling public.

He believes a workable Maglev program is well within Canadian capabilities. Not only could it help relieve urban congestion, he says, but early Canadian participation might lead to a large international export market.

Schreiber

March 1972

## Pat, Arlene Conley Honored by Friends

A community party, honoring Pat and Arlene Conley, was held in the town hall, with Geno Caccamo as master of ceremonies.

On behalf of the Conley's friends, Dan Secundiak presented a cheque in token of their good wishes to Pat.

Among the several speakers paying tribute to the Conleys' interest in community affairs was councillor R. B. Spadoni who said that very few people who had lived such a short time in the town devoted the time and effort in several ways which the Conleys had.

Others thanking Pat and Arlene on behalf of various organizations who had already presented farewell gifts were Mike Reid, president of the Kinsmen, who added he'd long remember Pat since he was the one who plotted the initiation ceremony when Mike entered Kinsmen.

Burton Phillips, for the curl-

ing club, told how treasurer Pat had sparked the interest which led to getting artificial ice for the rink.

Other gifts from: Neil Foote, for the Minor hockey association; Mrs. Audrey McKay, for the Brownies, proud that it was in Schreiber Arlene received her Tawny Owl leader's badge, and thanking her for the work and many suggestions she'd offered; Maureen Phillips, president of the Kinettes, also thanked Arlene.

Harold Gellert spoke for the friends-at-large.

Gino Caccamo read a comical tribute in verse.

When Dan Secundiak presented the gift he made a laughing reference to the various places Pat had worked in western branches of the Bank of Montreal, saying that he'd followed his trail 'all over the place', hearing nothing but favorable comments, but he had to come to Schreiber to meet him.

## Schreiber Lighting Was First Supplied By CPR Steam Plant

By INEZ McCUAIG

Electric power in Schreiber was first supplied from a steam plant in the CPR shop for the residences they owned and for some of the street-lights.

In 1935 after lengthy consideration, Schreiber bought power plants from Harland and Wolfe of Belfast, Ireland.

Because the firm specialized in marine engines, including the ones sent, an expert was sent along with them to see how they would operate on land. One engine was 94 horsepower and the other 150 horsepower.

When it was found they could not handle the power load, the company sent another engine of 150 horsepower, without charge, to the town. Matthew Murray who came with the first engines remained in Schreiber for 22 months and was replaced on Jan. 5, 1949, by another employee with the Belfast firm.

Ontario Hydro is presently engaged in the Schreiber area in a project stretching from Sudbury to the Manitoba border, a K.V. transmission line, all-steel tower job, known as the East-West tie-in. The purpose of the line is to have an

inter connecting tie-in with the power grid of Ontario. With its completion power can be borrowed as needed in any area of Ontario.

In the immediate area some 400 are involved in the work with a small community residing in Schreiber and six camps in the vicinity, each with a specific part to complete before the next crew moves in.

Assistant superintendents on the project are Ben Luckasavitch and G. L. Stiles. The office, in the Schreiber town hall, has a staff of 10 with Richard Wiens in charge.