

FAREWELL FOR JOHN BROWN:

A farewell party for John Brown of the Hudson's Bay Co., who was transferred to Pine Falls, Manitoba, was held at the home of Clarence and Mary Lou Mann on Saturday, 22nd of February.

John was almost a year at Terrace Bay and in this period became a popular figure in the Community, he was a member of the Kiwanis Club and played "lead" in Jim MacDonald's Curling team which was runner-up in club standings this year.

During the course of the evening, a presentation of a movie projector screen, purchased with donations from all those present and from Jim and Edna Beddard, Dorothy Yaromy, Mae Duquette, Irene Edmond, Anita Brennan and Peter Mazza, all of whom were unavoidably absent, was made.

It was also noted that Bill Barry and Jim Kuehl, who are presently on vacation with their families in Neenah, had also contributed some "Marshall Aid" towards the gift and had expressed their disappointment at being unable to attend the farewell party.

Special thanks is due to Clarence and Mary Lou Mann who proved excellent hosts to a large gathering and to Ross Wilson who provided much enjoyment with his piano playing.

Participating in the farewell party were:- Clarence and Mary Lou Mann, Bill and Joyce Rundle, Al and Ivy Pattison, Butch and Betty Bouchard, Jim and Glenna MacDonald, Maurice and Anne Kulcheski, Austin and Germaine McMillan, Joe and Doreen Sopotiuik, Barry and Dolores King, Ross and Mary Wilson, Ed McAdam and Rena Reid, Peter O'Hara and Joy Randa, Elaine Dawson, Jessie Biggar, Sylvia South, Nancy Bisch, Joan Clinton, Cathie Smith, Teresa Cattani, John Morrison, Al Harrison, Jack Warner and Desmond Burtoft.

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TRANS-CANADA HIGHWAY READY IN '60  
LAST LINK AGAWA-MARATHON UNDERWAY

Ontario's part of the Trans-Canada Highway of some 1,400 miles in length will be completed and in operation by 1960, Highways Minister James N. Allan said recently. The one section not in service is the link from Agawa, north of Sault Ste. Marie, to Marathon, 164 miles, where the right-of-way has been cleared through virgin territory.

Reviewing the Province's road programme, Mr. Allan said that planning "for the future is on a scale unthought of just a few years ago." A complete engineering study of every mile of King's Highway and secondary roads has been progressing; the study is necessary despite the existing construction programme representing an all-time high in history.

"We are studying not only the adequacy and condition of our highways but we are also trying to estimate the degree of service which these highways will have to give in the future."

Three major phases are in the construction programme: construction of new highways, renovation of existing highways and installation of safety factors such as width of pavement, shoulders, grade reduction and easing of dangerous curves, in order to build what the Department thinks will be entirely adequate highways for the future.

Thruways carrying heavy traffic volumes call for multi-lane highways with an adequate median strip, known as controlled access highways. These multi-lane freeways will comprise ultimately about one-quarter of all King's Highway mileage. One of these, No. 401, Windsor-Quebec, is one of the greatest public works ever undertaken in Ontario, and 175 miles of it are in service.

A continuing day-by-day maintenance programme involves 11,000 miles of highway, and maintenance standards, summer and winter, are unexcelled on the continent. The Burlington Skyway - to open in September - will eliminate a bottleneck; this 4-lane structure, 8,400 feet in length with 75 spans, requires 20,000 tons of steel and 90,000 cubic yards of concrete. The Queen Elizabeth Way west from Toronto is being widened from four to six lanes, to meet increased traffic volume; service roads are being installed with numerous overhead

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