

A VISION OF THE NORTHERN LIGHTS
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should be able to go to school and to carry his education forward as far as his interest and ability permit. This has never been true in the North. There simply have not been schools for most of the people - especially the Indian and Eskimo people. These people are Canadians with the right to the same opportunities as other citizens may enjoy in other parts of Canada. For many years these opportunities were denied our northerners.

"We are now in the midst of a programme to change this. During the current school year in the Northwest Territories, about 65 per cent of the Eskimo children of school age, and virtually all the children of other backgrounds, are going to school. Just four years ago, the proportion of Eskimos was only 16 per cent....

"There is at present an assistance programme for those wishing to take technical training. Where necessary, assistance may be granted to teachers and nurses in training. There are also scholarships and bursaries for other courses. Because of special needs and special conditions in the Territories, a full review of higher education opportunities will be made this year.

HEALTH, HOUSING AND WELFARE

"In terms of health, the number of Eskimos hospitalized for tuberculosis has declined by more than half in a period of three years.... Like all other Canadians, Eskimos have a lively interest in better housing.... The low-cost housing programme for all low-income groups regardless of race will have a federal subsidy of \$1000 a dwelling. Arrangements have been made by the Federal Government for the territorial government to provide second mortgages of up to \$2000 a dwelling for conventional housing. This has been done to reduce the down payment which under the National Housing Act loans would be higher than in Southern Canada due to the increased costs of construction.

"By using territorial-government welfare services in municipal districts, welfare services for both residents and non-residents of the districts will be the same; duplicate welfare services will be eliminated; and the financial burden of the municipal districts will be reduced.

COMMUNITY DEVELOPMENT

"New communities have emerged, too. Inuvik, 'the place of man', was opened... last July. The decision has been made to build a new townsite at Frobisher Bay. Tenders are being called for a power plant and a heating plant and for site-clearance operations. Construction of the permanent town to replace the present temporary structures will be phased over the next four years, with priority given to buildings for which there is most urgent need - a 28-bed hospital, a 16-room school and students' residence, and an apartment building large enough to accommo-

date 104 occupants. There have been many significant economic and industrial developments.

"Northwest of Frobisher Bay, there has been remarkable success by the Eskimo graphic artists, who are members of the West Baffin Eskimo Co-operative, in their production of the now famous Cape Dorset prints. More artists are taking part in this year's collection than in the past two years, and 83 subjects have been selected for exhibition and sale. The work of these talented Canadians has brought prosperity to Cape Dorset and put Canada in their debt. Last year the members of the Co-operative earned \$62,000, and it is expected they will earn even more this year. Eskimo art remains one of the most popular types of exhibition that Canada has ever sent abroad...."

MUSEUMS RECORD TRANSPORT STUDY

Two recent museum acquisitions demonstrate the care with which the record is being preserved of the machines that have contributed to the history of Canadian transportation.

A Fairchild FC2-W2, the pioneer plane of the north, has been presented to the National Aviation Museum in Ottawa by Virgil Kauffman, president of Aero Service Corporation of Philadelphia. And, at Quebec, on June 1, old No. 4, the last steam locomotive used for harbour switching, was presented to the Canadian Railroad Historical Association by the Minister of Mines and Technical Surveys, Mr. Jacques Flynn, on behalf of the National Harbours Board.

FORERUNNER OF BUSH PLANES

The original idea for the Fairchild monoplane was conceived by Chief Pilot Ken Saunders of the Fairchild Aerial Surveys (Canada) Limited, at Grandmère, Quebec. The design and manufacture were carried out in the United States and the first of this family of monoplanes that came to Canada was the FC2 in 1927. This high-wing monoplane, powered by air-cooled Wright "Whirlwind" engine and featuring a heated cabin and undercarriage readily convertible from wheels to skis or floats, opened up a new era of flying in the North. Rugged and adaptable, it led the way for the practical prospecting and surveying of hitherto inaccessible areas and the development of air-mail service. The FC2-W2, a slightly larger and more powerful version of the original aircraft, appeared the following year, with the Pratt and Whitney 400 horsepower "Wasp" engine. These features of the original Fairchild monoplane have been retained on almost all successful bush aircraft, right down to the De Havilland "Beaver" and "Otter" of today.

NO. 4 IN RETIREMENT

The 50-year-old locomotive was originally bought by the Quebec Harbour Commissioners for switching operations on the harbour tracks. Since the introduction of diesel engines at the port, No. 4 has been withdrawn from service. It will be placed on display in the Canadian Rail Transportation Museum in Montreal.