

News of the arts

Diamond jubilee of the first transatlantic flight

Tomorrow is the sixtieth anniversary of the first non-stop flight across the Atlantic Ocean. On June 14, 1919 a twin-engined aircraft, flown by Captain John William Alcock of the Royal Naval Air Service and Lieutenant Arthur Whitten Brown of the Royal Air Force, took off from a hastily prepared field near St. John's, Newfoundland.

Some 16 hours later, after a harrowing flight through fog, severe storms, and sleet which iced vital aircraft controls, they arrived at Clifden, Ireland. Their epic flight had covered approximately 3,000 km (1,900 miles).

The aircraft, a converted Vickers Vimy Mk IV night bomber, boasted two Rolls Royce Eagle VIII engines each having 360 horsepower. The plane had a wingspan of 20.4 m (67 feet), a length of 13.3 m (43.5 feet) and carried 3,900 L (865 gal-

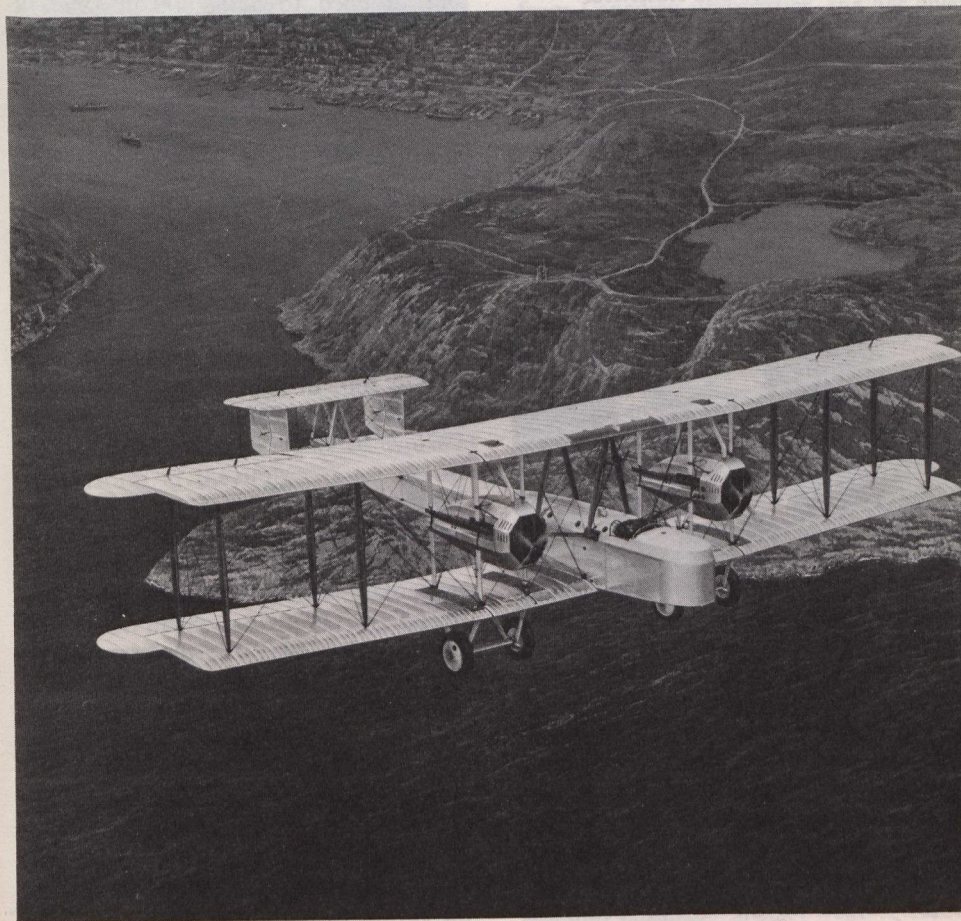
lons) of gasoline. Its maximum speed was 160 km/h (100 mph), cruising speed 144 km/h (90 mph).

Alcock and Brown assembled the Vimy on the shores of Quidi Vidi Lake. To say the least, their departure from Newfoundland was eventful. Before being dynamited almost flat, the "runway" they selected had featured such natural hazards as spruce trees, boulders, a marsh, a drainage ditch and a stone wall.

For their efforts, Alcock and Brown received the *Daily Mail's* prize of £10,000 which was presented by Winston Churchill. They were also knighted by King George V.

Six months after the historic flight, Alcock died in an air crash in France.

The Vickers Vimy is displayed in the Science Museum in South Kensington, London.



The above photograph is of a painting commissioned by Confederation Life to commemorate the first transatlantic flight. The artist, Robert W. Bradford, is the curator of the Aviation and Space Division of Canada's National Museum of Science and Technology. The aircraft is flying over St. John's Harbour, Newfoundland. At the centre is Cabot Tower on Signal Hill, the scene of Marconi's wireless triumph in 1901.

Norway's ban on herring fishing no threat to Canadian fishermen

The ban imposed by Norway on herring fishing in its territorial waters will bring increased benefits to Canadians in the herring fishing industry, former Fisheries Minister Roméo LeBlanc said May 17.

Mr. LeBlanc made the statement in reply to press reports which said that the Canadian herring fleet might face more competition this year as a result of Norway's herring fishery closure.

"The Norwegian herring situation is a further indication of the serious weakness of the European fishery as a result of overfishing," Mr. LeBlanc said. "The Norwegian closure will place an increased market demand on Canadian stocks which, through effective and disciplined management, are in very good shape. An increased demand from European markets will benefit Canadians and especially Canadian herring fishermen."

Mr. LeBlanc noted that on the east and west coasts, Canadians take 100 per cent of the herring in Canadian waters, leaving no surplus available to the foreign fishing effort.

"Canadian fishermen will continue to have exclusive access to our herring fishery on both east and west coasts and they should view Norway's decision more as an opportunity than as a threat."

World salmon fishing championships

The twelfth annual World Salmon Fishing Championships will be held in British Columbia July 1 to September 3.

Known as the B.C. Salmon Derby, it will feature a \$25,000 mystery weight cash prize, making any salmon over 2 kg (five pounds) eligible to win.

Because of the hidden weight, there will be no Derby area handicap. Anyone can win, even a first-timer.

Derby boundaries will run from the U.S. border north, including all inland waters south of the Seymour Narrows and Stewart Island.

There will be many other prizes, including air travel and the \$10,000 to be awarded to the angler catching the largest salmon of all.

For further information, contact B.C. Salmon Derby, P.O. Box 730, New Westminster, B.C. V3L 4Z7, Canada.