

## TRANSATLANTIC FLIGHT STAMP

A Canada Post Office stamp commemorating the first non-stop transatlantic flight, scheduled for release on June 13, will recall the epic crossing by Alcock and Brown who took off in a twin-engined RAF bomber on June 14, 1919, from Newfoundland which, 30 years later, became Canada's tenth province.



A 15-cent denomination, suitable for transatlantic air mail, has been chosen for the new horizontal issue, the dimensions of which are 40 mm. x 24 mm. The main design is a steel-engraved brown illustration of the historic Vickers *Vimy*. The aircraft is superimposed on a photogravure map of the Atlantic Ocean (blue) and Canada's east coast, Britain and part of the coast of Europe (green). A white denominative "15" appears in the upper-right corner; white also is used for "1919" over the extreme left of two brown engraved lines, "First Non-stop Transatlantic Flight" and "Le Premier Vol Transatlantique Sans Escale", that appear at the base of the design. "Canada", also in brown, appears vertically in a narrow white panel to the extreme left.

### PERILOUS JOURNEY

A bronze plaque of the Historic Sites and Monuments Board of Canada in Newfoundland, records that the flyers "took off nearby on the first non-stop transatlantic flight in a Vickers *Vimy* aeroplane at 12.58 p.m. Newfoundland time. Sixteen hours and twelve minutes later they landed at Clifden, Ireland, a distance of 1,800 miles". The crew, John Alcock, a native of Manchester, England, born in 1892, and Arthur Whitten Brown, born in Glasgow, Scotland, in 1886, persevered through near calamitous weather conditions over the North Atlantic to achieve their goal. A dense fog descended a short time after take-off and, already flying "blind", the plane's radio was silenced and the electrically-heated suits worn by the crew were rendered useless when blades of a wind-driven generator sheared off. White hot metal from a split exhaust was another of many hazards overcome and, when rain and sleet changed to snow, Brown clambered from his open cockpit edged along the fuselage and chopped away the gathering ice with a knife.

Over the coast of Ireland at 8.25 a.m., a decision was made to land in what appeared to be a grassy meadow that turned out to be a bog in County

Galway. The plane came to rest tail up with its nose buried in the wet earth. Alcock and Brown, uninjured, had completed their crossing at an average speed of about 112 miles an hour.

The two flyers were later knighted by King George V and received various prizes. The Vickers *Vimy* is still on display at the South Kensington Science Museum in England.

## UNIVERSITY SALARIES

The salaries of university professors in 1968 and 1969 ranged from less than \$4,000 to more than \$30,000. The total number of professors was 18,665, the median salary being \$12,224.

Results of the 1968-69 detailed survey of the salaries of teachers in 64 Canadian universities and colleges show that the median salary for deans was \$22,555, \$18,516 for professors, \$14,058 for associate professors, \$11,030 for assistant professors, \$11,581 for ungraded professors, and \$8,649 for lecturers and instructors.

Salaries of university teachers in Ontario average \$12,783, in the Western provinces, \$12,272, in Quebec \$12,075, and in the Atlantic Provinces \$10,596. Comparing institutions by size, it was found that salaries were highest (a median of \$12,563) in universities with 5,000 or more students; a slightly lower median (\$12,533) in those with 500 or fewer students, and still lower (\$11,511) for those from 2,000 to 4,999; \$11,068 for those from 1,000 to 1,999, and \$10,033 for those from 500 to 999.

## ICEBREAKER DESIGN TESTED

The Canadian Coast Guard icebreaker *Wolfe* is now engaged in a series of tests in the Gulf of St. Lawrence as part of an appraisal of hull designs that may affect the design of future icebreakers.

Two kinds of icebreaker hull — the conventional type, in which ice is broken from above by the weight of the ship, and the hammerhead bow, which uses the vessel's buoyancy to break the ice from below — are undergoing comparative tests both in model form and full-scale.

Models are also being tested in England against simulated ice. The data obtained will be used to predict the thickness of ice that can be broken by the full-sized vessels.

Tests with the *Wolfe* will be used to confirm the data obtained in the testing of the model. Gauges have been installed throughout the ship to record stresses on the hull and shafting, the velocity required to break ice of various thicknesses, and other scientific data required.

Only the orthodox bow will be used in full-scale tests this season.

The Montreal Symphony Orchestra will perform at Expo 70 in Osaka, Japan.