

a need for more extensive administrative, police, education and health services. This led to a still unbroken series of annual Eastern Arctic Patrols, the first of which was made in 1922 on the S.S. "Arctic".

After the "Arctic" the Patrol sailed in a number of other vessels including the Hudson's Bay Company's R.M.S. "Nascopie", which was wrecked off Cape Dorset in 1947. The "C.D.

Howe", the first Canadian ship built expressly as an Arctic patrol vessel, was put into service in 1950 by the Department of Transport.

Ice at the entrance to Hudson Strait is what prevents the "Howe" from sailing earlier. Ships cannot go through the dense ice-fields until the summer sun has softened the ice-pack and this does not occur until the first week of July.

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"H-HOUR", JULY 1

The biggest demolition and clean-up job of its kind in history was carried out from June 30 to July 2, when Department of Transport workmen had less than 48 hours to remove every bit of moveable canal equipment along 25 miles of the old Cornwall and Williamsburg canal systems before those historic channels disappeared forever beneath the rising waters of the St. Lawrence Seaway.

At 4 a.m. June 30 the entrance to these canals was closed to all shipping. During the remainder of the day commercial traffic was cleared through them. When the last ship was cleared, the canal men set to work on a carefully planned, high-speed demolition and equipment removal job.

The entire system was stripped of every bit of machinery and electrical equipment. Masonry buildings were smashed flat and the rubble bull-dozed into the deep river channels. Wooden buildings were burned. Power line poles were cut down.

Even cast-iron and reinforced concrete bollards used to tie up ships were cut off, special oxygen-burning "lances" being needed for the job. Lock gates were cut free and tied to anchors, to float on the rising waters. Nothing was left that might be a future menace to navigation.

"H-Hour", when the first steps toward actual flooding of the Seaway started, was 3 a.m. July 1. At that time the water level above the Seaway coffer dam was raised slightly, so that when the dam was blasted open four hours later there was a sufficient "head" of water to wash the coffer dam out completely and also to help maintain a normal flow of water below the main Seaway dam while the new lake was being filled.

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GAZA GALA

Dominion Day celebrations marking Canada's 91st year of nationhood got top billing this July 1 on the hot sands of the Gaza Strip where more than 1,000 Canadian servicemen are serving with the United Nations Emergency Force.

Highlighting a programme of parades, gayly-decorated floats depicting facets of Canadiana and a flypast by RCAF aircraft was the pre-

The regular St. Lawrence canal crews were bolstered by gangs brought in from the Welland, Quebec, Trent and Rideau Canal systems by the Transport Department. A whole fleet of tugs, scows, work boats and other special equipment was also moved from the other canal systems to the Seaway for the last-minute clean-up job.

Canal officials had about 10 hours in which to clear out all equipment at the Cornwall end of the old canal system before the rising waters forced them out. At the Morrisburg end, some 25 miles upstream, they had about 30 hours in which to finish the job.

Two special crews were mobile, both of them brought from the Welland Canal. One looked after the stripping down of electrical pole lines; the other, comprised of "lance men", handled the specialized job of cutting down cast-iron and reinforced concrete equipment that defied other means of swift destruction.

These crews started at the Cornwall end at the earliest possible moment and worked their way upstream, job by job. Last task at each lock before burning the buildings was the cutting of the lock gate hinges, after the tugs and scows had removed the dismantled equipment and gone upstream.

Filling of the Seaway lake is expected to take until some time on July 3 or July 4. The ban on commercial shipping in the Seaway will continue until that time. All down bound shipping will be held at the Prescott anchorage and upbound ships will remain at anchorages below Cornwall until the new Seaway locks become operative.

Navigation facilities for ships in the Seaway lake have been installed already by the department.

sentation of the UNEF medal to the 54-man guard of honour by Lt.-Gen. E.L.M. Burns, the Commander of the UN force.

Men of the guard of honour were the first members of the Canadian contingent to receive the medal for service with UNEF. Other members of the force will receive the award later.

Units floats and the parade environment at Camp Rafah abounded with red, white and blue bunting and 17 large Canadian ensigns flew

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