

CANOE ROUTES OF FUR TRADERS

The canoe routes which served the early fur traders as waterways of commerce are being marked for Canadian tourists by the Department of Northern Affairs and National Resources.

Mr. Alvin Hamilton, Minister of Northern Affairs and National Resources, has accepted the recommendations of the Historic Sites and Monuments Board of Canada that the historic canoe routes of the country be declared of national historic importance and that markers be placed on certain routes. The Board is continuing investigation and will make further recommendations of routes and locations which appear to merit marking.

Study of the historic canoe routes followed representations by Eric Morse, Ottawa, National Director of the Association of Canadian Clubs, and L.W. Luke, Secretary-Manager of the Sudbury Chamber of Commerce. Mr. Morse is an experienced canoe traveller who has retraced many of the historic canoe routes on annual trips with The Voyageurs, a group of Ottawa men who have kept alive the traditions of canoe travel in the wilderness.

The new programme, directed at making Canadians more familiar with the fur trade routes, will be carried out by the Historic Sites Division of the National Parks Branch of the Department. Distinctive markers will be placed not only at points along the routes which were characteristic or of prime importance in the trade but also at places where highways follow or cross the routes. The design of markers is now being worked out, as the plaques will be different from the ones which the Federal Government normally uses to identify sites of national historic importance.

The particular routes and points already selected for marking are mostly between Lake Superior and the Pacific and Arctic Oceans. However, the trunk route through the Great Lakes and down the Ottawa River will also be commemorated while other eastern routes, as well as the points of commemoration in the East, are under study.

One eastern portage, at the Recollet Falls on the French River, Ontario, has already been selected as of national historic importance, and will be marked by the Federal Government as one of the characteristic and striking portages of the trade.

FROBISHER BAY DOCK

A causeway-type dock has been built by the Department of Transport at Frobisher Bay in the Arctic. As a result, savings of from 50 per cent to 75 per cent are now being effected in cargo-handling costs.

For three months every summer large tankers and freighters unload at Frobisher, the nearest Canadian Arctic deep sea harbour to Montreal with large roadstead and good sheltered ancho-

rage. The major drawback has been the lack of dock facilities.

Tides in Frobisher Bay are 38 feet and ships have had to anchor a mile and a half offshore, discharging their cargoes by the use of lighters, an expensive and time-consuming process.

Frobisher Bay is presently undergoing a major development programme by the Department of Transport as a strategic civil aviation location for intercontinental flights. This means a considerable step-up in shipping activity.

To solve the problem of supplying the base by sea in a more efficient manner, Transport Department's Construction Branch engineers recommended the building of a pier of jetty that would extend sufficiently far into the channel to enable ships to tie up to it and unload their cargoes directly.

The project was begun in May, earth-moving machinery taking rock that was blasted off nearby hills and pushing it into the channel. The pier was finished well before the target date. It is 40 feet wide and 750 feet long, flaring out to 80 feet in width at its tip where ships now dock for unloading.

The pier end of the causeway is buttressed by sixteen 42-foot deep caissons, ten feet in diameter, filled with rock anchored to the land end by steel cables.

The causeway also carried a pipeline for discharging fuel from the smaller tankers.

BATTLE OF BRITAIN SUNDAY

Battle of Britain Sunday, in honour of the famous "few" who fought and died in the vital air battle to save Britain in the dark days of 1940, will be observed this year on September 21, it was announced September 5 by Air Force Headquarters.

As the 18th anniversary of the culmination of the historic battle, the day will be marked by church parades and special services at RCAF units across Canada. Air Cadets and members of the RCAF Auxiliary will join with the regular Air Force for the services.

The dates of July 10 and October 31, 1940, have been accepted as marking the opening and the termination of the Battle of Britain, which reached its peak on September 15, 1940, when the Luftwaffe suffered its major defeat over Britain. Each year since then, members of the RAF and RCAF have commemorated the victory on Sunday, September 15, or the nearest Sunday after the 15th, as Battle of Britain Sunday.

First seeking to crush RAF fighter defences by heavy attacks on airfields, aircraft factories, harbours, shipping and radio-location factories, Goering's airmen then turned to London. Swarms of bombers and fighters smashed at the British capital in an attempt to bring the people to their knees. But the tireless efforts of the small band of RAF pilots in their Spitfires and Hurri-