

hibitions of Indian dancing and handicrafts. The journey to Victoria was continued via the Trans-Canada Highway with stops at Duncan and the Chemainus sawmill. The route included the beautiful Malahat drive.

The Royal party arrived in the middle of the afternoon at Victoria, where the Queen and Prince Philip were the guests of the Lieutenant-Governor and Mrs. Frank Ross at Government House.

Later that afternoon there was a ceremony at the Legislative Buildings, at which Her Majesty inspected a Guard of Honour of the RCN. The Premier of the Province read an address of welcome to which the Queen replied. The rest of the day was free from engagements.

On Friday morning July 17 the Queen and Prince Philip first visited Veterans' Hospital. Her Majesty then presented new Colours to the Princess Patricia's Canadian Light Infantry, and to a Colour Party of the King's Own Calgary Regiment. The Province of British Columbia entertained at a luncheon in her honour at the Empress Hotel, famous for its rose gardens.

In the afternoon the Royal party visited Clover Point where a youth rally was in progress, after which the Lieutenant-Governor and Mrs. Ross gave a garden party at Government House. In the evening the Queen and His Royal Highness viewed the RCN's illuminated ship and fireworks display from Government House. The Royal party left Victoria by air on Saturday morning July 18 for the North.

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### PROGRAMME IN THE FAR NORTH

Mr. Alvin Hamilton, Minister of Northern Affairs and National Resources, recently announced details of the programme of construction being carried on in the Northwest and Yukon Territories by the Northern Canada Power Commission this summer.

Work was started in February on the 9,700 horsepower plant on the Snare River about 90 miles north-east of Yellowknife and ten miles downstream from the Commission's existing 8,350 h.p. Snare Rapids hydro-electric plant. The new plant, which is expected to be completed by the autumn of 1960, will help meet the continued demand for power in the Yellowknife area of the Northwest Territories.

The combined power, central heating, water and sewage service project that the Commission is providing for the new settlement of Inuvik at the mouth of the Mackenzie River is nearing completion. The power plant and central heating unit are functioning and this summer the water supply and sewage disposal systems will be placed in operation. The utilidor lines to

supply the majority of the Federal Government buildings, now planned and under construction, will be completed this year. Some work which has to be co-ordinated with the actual building construction, will be carried over until next year.

The new 15,000 horsepower Whitehorse Rapids hydro-electric plant in Yukon Territory, with its associated fishways, will be completed in every detail this summer. The plant went into operation late in 1958. No new projects are planned for this year.

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### PREHISTORIC FIND

All material of scientific and historic interest will be recovered before the South Saskatchewan Dam, now under construction, floods a large area of Saskatchewan.

Two parties - one archaeological, the other palaeontological - have been in the area since early June. The archaeological party, headed by Prof. W.J. Mayer-Oakes, University of Toronto archaeologist on contract to the National Museum, is seeking evidence of early human habitation along the river while the other party, headed jointly by Dr. Wann Langston Jr., National Museum of Canada palaeontologist, and Mr. Bruce McCorquodale, Saskatchewan Museum palaeontologist, is seeking prehistoric remains in a promising geological formation.

Working in the Bearpaw Shale, a Cretaceous formation never before systematically explored for vertebrate fossils, the scientists have already uncovered incomplete remains of such giant marine lizards as the mosasaur and the plesiosaur. The bones are estimated to be about 70 million years old. There are encouraging indications that other significant discoveries will be made.

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### RECORD FLIGHT

A Trans-Canada Airlines Vickers Vanguard flew the Atlantic on July 4 in less than five and one half hours, establishing a new record for propeller-driven commercial aircraft.

The 96-passenger aircraft covered the 2,500 miles between Wisley, near London, England, and Gander, Newfoundland, at an average speed of 450 miles an hour. While in Canada it made the 315 mile flight between Montreal and Toronto in one hour, from take-off to touch down.

Trans-Canada Air Lines has ordered 20 of the big aircraft, with the first scheduled for delivery in 1960, when they go into service on the airline's medium stage length routes. TCA expects to be the world's first all-turbine-powered international line flying Douglas DC-88, Vanguards and Viscounts.