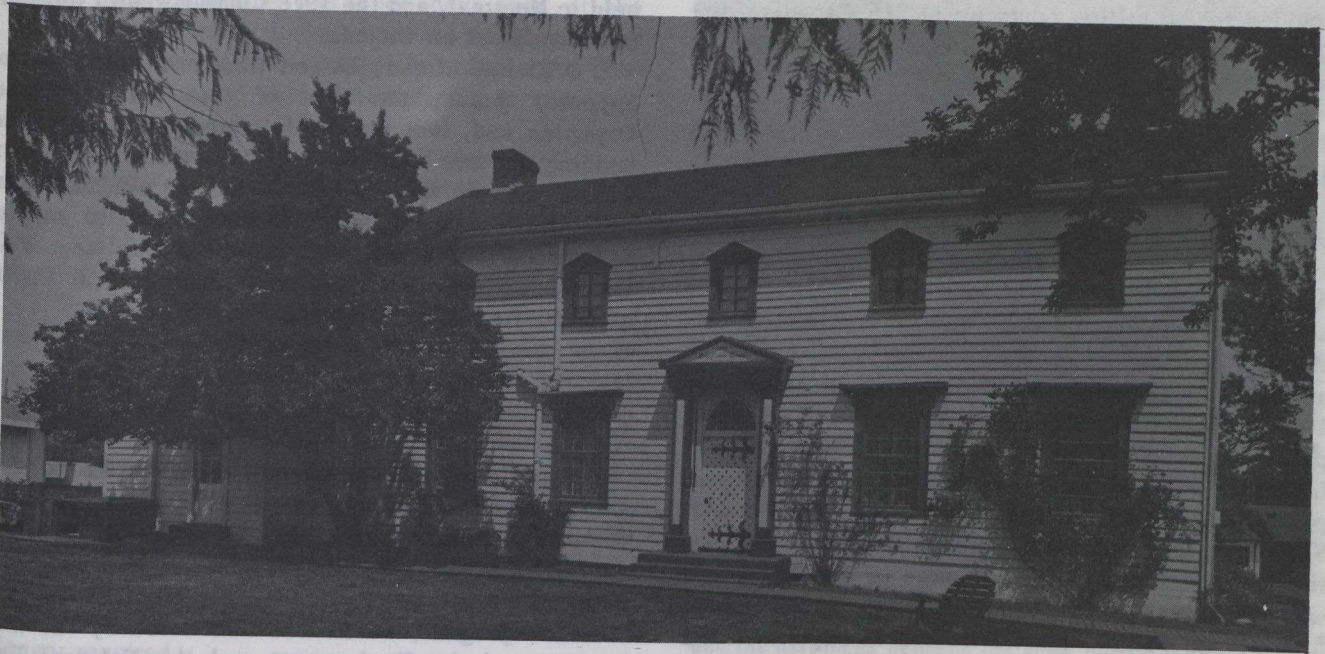


## VICTORIA'S NEW HISTORIC SITE



*Craigflower Manor*

British Columbia's transition from a fur-trading economy to an agricultural one was commemorated in Victoria last month by Jean Chrétien, Minister of Indian Affairs and Northern Development, and W.D. Black, Provincial Secretary of British Columbia, when Craigflower Manor, which was already open to the public, was ceremonially opened by the two and designated as a national historic site.

The 118-year-old house has been restored and furnished in the style of the 1853-63 period under a joint cost-sharing agreement signed between the Federal and British Columbia Governments in September 1967.

The building, one of the finest examples of early

domestic architecture, is constructed almost entirely of native materials in a simple colonial style. It was the centre of Craigflower Farm, one of four farms on Vancouver Island operated by the Puget's Sound Agricultural Company, a subsidiary of the Hudson's Bay Company. The employment of colonists by the company marked the transition from the fur trade to settlement on the northwest coast.

Kenneth McKenzie, overseer for the Puget's Agricultural Company, was the first occupant of Craigflower Manor. Some of the household possessions brought from Britain by the McKenzie family remain in the house, which is open to the public all year round.

### NEW AVIATION BOOK

The growth of Canadian aviation from the first flight in 1909 is outlined in the new Statistics Canada publication *Aviation in Canada, 1971*. It includes the stories of men like Wallace Rupert Turnbull, who, with the assistance of a \$1,500-grant from the National Research Council, improved the variable-pitch propeller so successfully in 1925 that in 1943 the United States Government ordered Curtiss-Wright (the licenced manufacturer) to stop royalty payments to Turnbull temporarily because of the extensive drain on capital. It also explains how the challenge of Canada's rugged geography forced the aviation industry to develop the technology and experience

that have placed Canada among the world's leaders in the field of STOL (short take-off and landing), along with the tremendous contribution aviation has made in opening up the North. This publication documents the history with statistics, charts and tables to provide a general reference and information source on virtually all aspects of the industry - from gliding, ballooning and aircraft-safety to the operating characteristics of various aircraft, financial statistics of manufacturers and carriers, and aircraft movements and passenger and cargo traffic.

A flight of 0.011 hours (800 yards at about 40 miles an hour) at altitudes ranging from ten to 30 feet above the ground was made by Canada's only airplane - piloted by John McCurdy - on February 23,