

**RCAF SILVER JUBILEE:** April 1, 1949 marked the Silver Jubilee of Canada's youngest fighting Service. A tiny Force of somewhat over 300 when created on April, 1924; the RCAF flew its aircraft, flimsy by today's standards, the length and breadth of Canada, much of its work of a civilian nature, aimed at developing the North and aiding flying in general. Through the grim depression years its members struggled to maintain for Canada the nucleus of an air defence, should the need arise. Then, in the Second World War, the RCAF grew to a Force of 215,000, playing a major share in the air battle against the enemy.

Its 25th anniversary finds the RCAF working hard to build itself up to a highly-trained, compact Force, capable of providing immediate interceptor air defence of Canada, and able to expand rapidly for more general operations. Even before the RCAF as such was created, Canada's young men had won their spurs, having served by the thousands in the First World War, flying with the Royal Flying Corps, and with the Royal Naval Air Service, which amalgamated in 1918 as the Royal Air Force.

**CANADIAN AIR FORCE, 1920**

A Canadian Air Force came into being in 1920, as a non-permanent, non-professional body, under the Air Board formed the year before. Then, in 1924, a permanent Air Force--the RCAF--was created. Much of the Force's time was taken by photographic survey operations, anti-smuggling patrols, forest fire patrols, treaty money flights, fisheries patrols, and similar work, although as far as able the Force carried on normal military training. Activities steadily increased during the next seven years. New bases were opened, more modern aircraft were obtained, replacing the wartime planes which the British Government had given to Canada following the war's end, and military training increased, as did the number of civilian operations carried out. Included in these operations were experimental air mail runs. Total strength rose from under 350 to over 900, and appropriations from 1½ million dollars to nearly 7½ million.

Then came the depression years, and the RCAF suffered severe cuts. Nearly one-fifth of its personnel were released, and appropriations dropped drastically. The Service survived, however, and began to build up once again. The first Auxiliary Squadrons were formed in 1932, in Toronto, Winnipeg and Vancouver. More military training was carried out, and the Force was relieved of many civilian commitments.

By the latter 30's the RCAF was showing new life, with addition of new stations and more modern aircraft, and sharply increased appropriations. In 1938 the RCAF, for the first time, became an independent Service, directly under the Minister, with its own Chief of Air Staff. Before this it has been under the Army Chief of General Staff.

Outbreak of war found the RCAF with 4000 officers and men, and no one could have fore-

seen the tremendous part it was to play in the war against the enemy. Plans were made for the British Commonwealth Air Training Plan, which opened in April, 1940, and it was decided that most of the Permanent RCAF would be needed at home to run it. However, one Army Co-operation Squadron No. 110 (City of Toronto), arrived in England February 25, 1940. Four months later two more squadrons arrived, No. 112 (City of Winnipeg) and No. 1 Fighter Squadron. The latter, flying Hurricanes, fought in the Battle of Britain.

The trickle of RCAF members arriving overseas soon became a flow, and more and more Canadian squadrons were formed. In January, 1943, the famed all-Canadian Bomber Group came into being. Canadian squadrons, doing many jobs and flying in different parts of the world, soon forged a magnificent record. Forty-eight RCAF squadrons flew overseas, while thousands of RCAF aircrew flew with the RAF.

**WHEAT FLOUR PRODUCTION:** Canadian production of wheat flour in February showed a marked decline of 18.5 per cent from the same month last year, according to the Bureau of Statistics. The month's output amounted to 1,462,175 barrels as against 1,793,017. This brought the cumulative total for the seven months ending February to 12,348,298 barrels, down 17.2 per cent from the same period last year.

Wheat flour exports dropped to the low figure of 644,590 barrels in February, comparing with 1,104,327 in the corresponding month last year. From the commencement of the present crop year to the end of February, exports aggregated 7,093,672 barrels compared with 8,571,681 in the same period of the preceding crop year.

**PRODUCTION OF STEEL:** Canadian production of steel ingots in February increased eight per cent over the corresponding month last year, the month's output amounting to 249,000 tons as compared with 230,200, according to the Bureau of Statistics. Daily average for February rose 12 per cent, amounting to 8,894 tons as against 7,937 in the same month last year.

**RCAF INVESTITURE:** More than 70 serving and former members of the RCAF, and next-of-kin of deceased personnel, are expected to attend an investiture at Government House on Friday, April 1, when His Excellency the Governor-General will present honours and awards won during the last war.

His Excellency has set the investiture to coincide with the Silver Jubilee of the RCAF, which is being noted throughout the Service. Awards to be presented include six DSO's and a second bar to the DSO, winner of this being Air Commodore J.E. Fauquier, DSO, DFC, of Rockcliffe Park, Ont., and an outstanding Pathfinder flyer of the last war.

**\$200,000,000 FOR PIPE LINES:** The Minister of Transport, Mr. Chevrier, on March 28 introduced in the Senate a Bill to provide for government control of interprovincial and international oil and gas pipe lines. The Minister urged expediting the passage of the Bill so that five separate pipe line companies could proceed with their private bills of incorporation. "If these bills are approved by Parliament," the Minister said, "it will mean an expenditure in our country of between \$200,000,000 and \$250,000,000. I am informed that these companies are ready to proceed with construction immediately."

Mr. Chevrier took the view that "Parliament has jurisdiction over interprovincial and international pipe lines inasmuch as the B.N.A. Act clearly covers the case." He said that the Bill proposed that administration of the Act be placed under the Board of Transport Commissioners of Canada which now exercises jurisdiction in respect to railways; telephone, telegraph and express companies; international bridges and tunnels; certain classes of ships and miscellaneous matters.

The five separate companies which have submitted petitions to Parliament, the location of their pipe lines, and the amount of money to be spent was given by the Minister as follows:-

**EDMONTON TO REGINA**

Interprovincial Pipe Lines, sponsored by Imperial Oil Limited and to be capitalized at \$200,000,000. This company proposes to build a pipe line from Edmonton to Regina at a cost of between \$35,000,000 and \$40,000,000 as the first stage of its project, with between \$9,000,000 and \$10,000,000 to be spent this year. Eventually these lines will be expanded, with one line to a point on the international boundary.

Queont Pipe Line Company, a subsidiary of three of the larger Canadian oil companies. This company proposes to build an interprovincial pipe line (location not given) at a cost of from \$15,000,000 to \$20,000,000. The financing of this project would be largely, if not entirely, done in Canada.

Western Pipe Lines which withdrew its Private Bill from Parliament last session will introduce an amended Bill to provide for the construction of a pipe line for the transportation of natural gas from Calgary to Winnipeg and St. Boniface. The cost estimated in last year's bill was \$48,000,000.

Alberta Natural Gas Company proposes to build a gas pipe line from the Province of Alberta across the mountains to Seattle, Wash., and Vancouver, B.C., at a cost of approximately \$100,000,000 to be raised in the United States. About half of this amount will be spent in Canada.

West Coast Transmission Company proposes to build a pipe line for the transportation of

natural gas from Alberta to British Columbia and the State of Washington at a cost of from \$50,000,000 to \$100,000,000. This will be mainly United States capital and most of it will be spent in Canada.

**PRIME MINISTERS' CONFERENCE:** A meeting of Commonwealth Prime Ministers is to be held in London, beginning April 21, it was announced by the Prime Minister, Mr. St. Laurent, on March 29.

It is proposed that the Secretary of State for External Affairs should represent the Government of Canada at the opening meetings and, if developments occur which make it desirable for the Prime Minister to go to London subsequently, he will endeavour to fly over at once.

Matters not fully discussed at the meetings of Prime Ministers held in October 1948, involving certain constitutional questions, will be considered at a short series of private meetings which are expected to last a week.

**DEFENCE RESEARCH BOARD:** The retirement of three members of the Defence Research Board and the appointment of three new members were announced by the Minister of National Defence, Mr. Claxton, on March 25.

Those retiring are: Colonel R.D. Harkness, DSO, MC, President of the Northern Electric Company of Canada Limited; Dr. C.H. Best, CBE, FRS, Head of the Banting and Best Department of Medical Research, University of Toronto; and Mr. W. Gordon Mills, CMG, former Deputy Minister of National Defence.

The resulting vacancies on the Board will be filled by Mr. H. Greville Smith, first Vice President of Canadian Industries Limited; Dr. R.F. Farquharson, Sir John and Lady Eaton Professor of Medicine and Head of Department of Medicine, University of Toronto, and Mr. Charles Mills Drury, CBE, DSO, Deputy Minister of National Defence.

**EDUCATION IN THE NORTH:** Announcing the appointment of a Superintendent of Education for the Mackenzie District of the Northwest Territories with headquarters at Yellowknife, N.W.T., the Minister of Mines and Resources, Mr. MacKinnon, stated on March 28 that, in northern Canada, his Department has a dual responsibility in the field of education. The Indian Affairs Branch must provide for education of the Indians, while the Northwest Territories Council is responsible for that of the white population, Eskimos and those of mixed blood.

A Sub-Committee of the Northwest Territories Council, composed of executive officers of the Council and Indian Affairs, meets regularly under the Chairmanship of the Commissioner of