

The "Cirrus Moth", designed by Geoffrey De Havilland, was first flown in February 1925 and was an immediate success. It met the demand for a light plane that was economical to operate, suitable for private owners and flying clubs. The first "Cirrus Moth" arrived in Canada in the summer of 1927 and was placed in service with the Ontario Provincial Air Service. Others followed and the DH60 became the mainstay of the Canadian flying-club movement, which was founded in 1927. Later it was adopted as an elementary-training plane by the RCAF, to replace its First World War Avro 504K's.

PLANT OPENED

The successful marketing of the DH60 in Canada led to formation of the De Havilland Aircraft Company of Canada and opening of a small plant in Toronto. A later development of the "Cirrus Moth" - DHOG - was known as the "Gipsy Moth". The soundness of the original design was further proved by the addition of a more powerful engine and other modifications which resulted in the creation of the "Tiger Moth", the standard trainer for the RCAF early in the Second World War.

The "Cirrus Moth" was used on several long-distance flights. Lady Bailey, well-known English aviatrix, made an 18,000-mile solo flight from Croyden, England, to South Africa and back in 1928.

Powered by an 85 h.p. A.D.C. "Cirrus II" engine, the DH60 "Cirrus Moth" biplane has a top speed of 95 m.p.h. and a cruising speed of 85 m.p.h. Its wing span is 30 feet, its length 23 feet, 8 1/2 inches, its gross weight 1,550 pounds. It has a ceiling of 17,300 feet and a range of 430 miles.

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NEW ENVOYS INSTALLED

On August 2, Mr. Chandra Shekhar Jha presented his credentials to the Deputy Governor General, Chief Justice Patrick Kerwin, as High Commissioner for India in Canada. On August 6, the newly-appointed High Commissioner for Jamaica, Mr. Earle A. Maynier, presented his credentials to Prime Minister John G. Diefenbaker. Mr. Maynier thus became the first Jamaican High Commissioner in Canada on the day his country attained its independence.

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DOT CABLE-REPAIR SHIP

The Department of Transport is going ahead with construction of an icebreaking cable-repair ship. Transport Minister Léon Balcer has announced that the project is to proceed without delay. The contract with Canadian Vickers Ltd. of Montreal calls for completion of the 313-foot vessel by the spring of 1965.

The twin-screw, diesel-electric vessel, to be operated by the Canadian Coast Guard, will lay and repair cable for the Canadian Overseas Telecommunication Corporation in the Gulf of St. Lawrence, along the Atlantic seaboard and the Eastern Arctic.

INNOVATIONS

A bow water jet reaction manoeuvring system will help steer the ship at low speeds while it is engaged in grappling, repairing or replacing submarine cable.

She will be equipped with two systems of water tanks, one to stop rolling, the other to cause it if desired. The former system, called a flume stabilizer, is a set of interconnected tanks which, by the flow of water from one side of the ship to the other, reduces roll to provide a stable working platform for cable operations. This system is a patent designed by J.J. McMullen Associates Inc. of New York and was specially model-tested by the Netherlands Ship Laboratories at Wageningen, Holland. The new ship will be the first in Canada to be so equipped. Trimming and heeling tanks, making water flow quickly from one side of the ship to the other, will do exactly the opposite and cause a rolling action to help free the ship should she become fast in ice.

The vessel will have a helicopter deck with a telescopic hangar, a device specially evolved by the Department of Transport for shipboard helicopter operations.

Propulsion machinery will consist of four generators, each developing 3,000 brake horsepower, driving two propulsion motors, each developing 4,500 shaft horsepower, operated from a common control-room and remotely controlled from the wheelhouse and bridge, port and starboard, and from the fore-castle head.

The ship's complement will be about 100, including the crew, flight officers and engineers, cable engineers, doctor and other officials.

...the programme now under way is employing 100 men, under the direction of the Nova Scotia Department of Lands and Forests, and it is expected that this number will be increased substantially in the next few weeks. The projects involved have to do with the removal and disposal of dead and damaged trees from forest stands to improve tree growth and slash disposal; the clearing and disposal of brush, slash and debris from roadsides to reduce the fire hazard; the cleaning of the stands by disposing of undesirable and non-commercial species; thinning and pruning operations to increase the annual growth of the remaining stands; and any operations necessary to control forest insects and diseases.