

the Cabinet, visiting dignitaries from other countries, or top government officials on business missions, or to conferences on matters of state both within and outside of Canada. They also serve a major purpose in the training of the Department's pilots in turbo-prop operations, since they must be qualified to examine other pilots engaged in turbo-prop flying.

The Department is already looking toward eventual purchase of a pure jet aircraft for the training of staff and for high-altitude calibration of radio aids. This factor is becoming increasingly important since jet aircraft have begun to move into the commercial aviation picture.

### SIX MAIN DISTRICTS

About half of the Department's aircraft are based at Ottawa Airport, though nearly all of the nine helicopters spend most of their time doing reconnaissance work with icebreakers and supply ships of the Department's Marine Services Branch along Canada's coasts and in the Arctic. A Transport Department helicopter and crew also serve aboard the "Baffin" hydrographic vessel of the Department of Mines and Technical Surveys.

Other groups of aircraft are stationed at Vancouver, Edmonton, Winnipeg, Toronto, Montreal and Moncton. These generally include a radio range-checking and transport plane, plus light aircraft needed by the district inspectors.

The latest type of air navigation aid, the Visual Omni Range, is now being installed across Canada by the Department of Transport and is a great improvement over the earlier low-frequency type of System. The Department has outfitted three DC3 aircraft with special equipment to check the operation of the new system and these, along with other aircraft fitted for the job, also check the Instrument Landing Systems in use at major airports to guide aircraft to landings, when visibility is poor.

Maintenance of the Department of Transport air fleet is mainly carried out at the Ottawa airport, although minor work is done at the district headquarters. Every aircraft receives a regular check-up and overhaul.

The Department's hangar, machine and aircraft radio shops and stores department are models of gleaming efficiency, for these operations must set an example for the rest of Canadian aviation.

In all spheres of Canadian aviation, with the arrival of the "Jet Age", the Department of Transport must set its sights on targets far beyond those posed by current requirements. The advent of ever larger, ever faster aircraft and the still-growing use of air transportation will bring newer and bigger problems.

The Department's aim is to be prepared for them when they arrive.

### AVIATION ANNIVERSARY

The fiftieth anniversary of powered flight in Canada was celebrated on February 23 in many parts of the country.

At Baddeck, Nova Scotia, Mr. J.A.D. McCurdy watched the take-off of the Silver Arrow II, an exact replica of the aircraft which he had flown on February 23, 1909. He was the first British subject to fly a heavier-than-air machine in the Commonwealth.

As part of the anniversary observance, Mr. McCurdy attended the Golden Anniversary of Flight Dinner given in Montreal by the Canadian Aeronautical Institute.

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### "NEW DEAL" FOR ESKIMOS

A comprehensive plan of economic development that could mean a "new deal" for 300 Eskimos living along the east coast of Ungava Bay in northern Quebec, has been drawn up by the Northern Affairs Department.

The programme, to be implemented over the next few years, is designed to reduce the high relief costs in the area and to offer local Eskimos an opportunity to participate fully in the economic growth of the area in which they live. After taking a close look at the human and natural resources of an under-developed northern area, the Northern Affairs Department, working in close co-operation with the Quebec Government, has come up with an economic programme relating the potential resources to local needs and available markets in southern Canada.

This spring the Eskimo people of three depressed Ungava settlements will begin a co-operative endeavour that promises them a higher standard of living. This will include Arctic char, cod and seal fisheries, a commercial timber operation, an organized handicrafts industry, blueberry picking and possibly some local gardening. Except for the seal and lumber, which will be used locally, most of the products will be shipped to Montreal and sold in southern Canada.

The people of Port Burwell, George River and Fort Chimo will probably form Canada's first Eskimo co-operatives under co-operative legislation of the Quebec Government. They will receive loans for the purchase of capital equipment from the Eskimo Loan Fund of the Northern Affairs Department. Northern Affairs officers will guide and closely supervise the venture with all revenue going to the Eskimo co-operatives.

One of the desperate needs in the area is improved housing, and it is planned to use local timber for the construction of homes for the 100 Eskimos who live on the George River. At present most of these people live in tents during the severe winter weather of Ungava. Woods extending along the banks of the George River for almost 100 miles are estimated to