

Canadian Services For Air-Sea Rescue Set Notable Record

(By H. L. Jones, Canadian Press Staff Writer)

OTTAWA, Jan. 7—(CP)—Across broad expanses and along rocky coasts, Canada operates the world's most highly-organized and far-flung air-sea rescue service.

The search and rescue organization can send scores of planes into the air within minutes of an alert. It can send rescue boats to sea. It can bring aid by trained para-rescue teams to victims of a hinterland plane crash or starving miners lost in the bush.

Mercy missions extend anywhere from the frozen north to ships at sea. It is credited with saving many lives, sometimes in dramatic fashion, sometimes in small jobs heard about only locally.

The R. C. A. F. provides the planes and communications and co-ordinates the searches. But Search and Rescue also can call on the facilities of the navy, the army, the Government Departments of Transport, Fisheries, Resources and the R.C.M.P.

Search and Rescue costs millions a year. In 1949-50 the budget totalled \$2,250,000. In 1950-51 it was \$3,147,575. For 1951-52 it is \$3,860,623 and this figure is expected to be exceeded because this has been a major year in the rescue business.

Recurring aircraft disappearances in the north brought recent proclamation of new regulations. Civil planes will henceforth be required to file flight plans giving complete itinerary details of northern flights and carry survival equipment for each person aboard. The equipment will include food, sleeping bags, tents and the like.

After July 1 next year each such civil plane must have either a two-way radio or a portable emergency transmitter. Changes in flight plans enroute must be reported to the nearest air station.

Incorporated In Act

The regulations are being embodied in the Aeronautical Act which provides penalties up to a \$5,000 fine or a year in jail for breaches.

They will apply to flights by civil planes into areas north of the St. Lawrence River as far as Quebec City, to the north of the National Railways line through Northern Ontario and to the northerly part of the Prairie Provinces and the Northwest Territories. The northern parts of British Columbia and Vancouver Island also are included.

Civil plane owners, whether resident or tourist, must purchase their own equipment.

But Transport Department officials said Search and Rescue will go into action to search for any lost plane, whether it is properly equipped or not.

In 1949 Search and Rescue planes flew more than 3,600 hours on 213 operations. They ranged all the way from dropping insulin to an ailing passenger on a snow-bound British Columbia train, to parachute rescue aid for distressed fliers.

The following year mercy planes flew 4,667 hours on 252 operations. In 1951 they logged a total of 7,100 hours, or almost 300 days of flying. When all records are available this promises to be the biggest rescue year since the organization was set up in 1946.

Search and Rescue funds came

HOME BRIGHTENERS

SOLEX

INCANDESCENT and FLUORESCENT

OUR BOARDING HOUSE

Major Hoopie

THERE IT IS, OSWALD! MY ASTOUNDING NEW SELF-REELING FISHPOLE! YOU WIND UP A SPRING IN THE BOX — WHEN A FISH TUGS AT THE LINE IT TRIPS A GADGET WHICH RELEASES THE SPRING MECHANISM, REELING IT IN! ALSO, AN ALARM BELL RINGS, AROUSING THE ANGLER IF HE'S IN THE LAND OF NOD — HAR-RUMPH!

IT AIN'T QUITE PERFECT, MAJOR! YOU STILL GOTTA BAIT IT AN' TAKE OFF THE FISH!

THE WAKING UP ANGLE IS OBJECTIONABLE, TOO.

from R.C.A.F. appropriations. No dollars-and-cents accounting as such is kept for each search. But on the factors of planes pushed into the air and hours flown, "Operation Mike" probably was the organization's biggest job.

This was the massive hunt for a U. S. Air Force C-54 transport which disappeared on a flight from Alaska to Great Falls, Mont. in January, 1950, with 34 passengers and a crew of eight. It was believed to have crashed in the Yukon and Canadian and American planes spent a combined total of 3,000 hours in the air search. But no trace of the C-54 was found.

Barilko Search

One of the biggest searches involving only R.C.A.F. planes was the hunt for Bill Barilko, Toronto Maple Leaf hockey player, and his hunting companion Dr. Henry Hudson. They went missing on a flight in Northern Ontario in August, 1951.

Search and Rescue flew six planes including a helicopter, a total of 1,354 hours without result. Some sources estimated this search alone cost \$265,000, but air force officials said they could not confirm the figure.

Another extensive search in 1951 was for northern bush pilot Henri Bourassa. He disappeared on a flight in the far northwest between Bathurst Inlet and Yellowknife, N.W.T. in May. Search planes dived over the forbidding country for 574 hours and finally located Bourassa's plane on a mountain side. There was no trace of the flier.

Another phase of the search was begun, extending for weeks without success. Finally Search and Rescue gave up with the log-book comment: "No results for search for pilot who had commenced to walk out."

Crash victims who are unhurt should never leave the scene of the crash. Search and Rescue officials say their chances of being found are 100-per-cent better if they remain at the scene, sending up whatever signals are possible.

It was also in May that an R. C. A. F. Dakota crashed on a cross-country navigation flight out of Goose Bay, Labrador. After a number of search planes had logged 1,263 hours in the hills, the Dakota was located 60 miles from the north shore of the Gulf of St. Lawrence. It was a wreck.

Search and Rescue's work isn't all just hunting for lost planes. Mercy flights play a big part in operations. The 1951 log book records the evacuation of 13 tuberculosis patients from Frobisher Lake on Baffin Island for hospital treatment. Another entry dated Quesnel, B.C. says simply: "Premature baby evacuated to hospital when civilian operators could not handle job."

Aid Ships At Sea

Ships in distress off the coast form another phase of rescue operations in which rescue launches and well as planes take 60 miles from the north shore of the Gulf of St. Lawrence. It was a wreck.

Canada's Search and Rescue organization first took shape in 1946 when she made a commitment to the international civil aviation organization to provide such facilities on the east shore. This was later extended to cover the west coast and Canada herself took on the responsibility of extending the organization across the country.

Search and Rescue operates on a 24-hour-a-day basis. It has five rescue co-ordination centres at Halifax, Trenton, Ont., Winnipeg, Edmonton and Vancouver, each responsible for a huge area. Thirty-four planes of various types and 10 high-speed launches specially-equipped for the work are maintained as "primary facilities."

There are 42 specially-trained para-rescue personnel including four nursing sisters and 11 trained ground search and rescue parties of 10 men each. Also available are the facilities of the navy on both coasts as well as R. C. M. P. and Government departments which have stations and equipment across the country.

OUR BOARDING HOUSE

Stanley Bridge School Concert

On Thursday evening, December 20, the pupils of Stanley Bridge school presented their annual Christmas concert in the hall under the direction of their teacher, Ellen Buchanan. The music was supplied by one of the pupils, Mark Reid.

The following program was presented, the chairman being Ralph Malone, another of the pupils.

Recitation, "We're Ready To Begin." Harvey Malone.

Opening Chorus, "Ring Merry Bells."

Dialogue, "The Cripples". Drill, "Christmas", 9 pupils.

Recitation, "The Toys He Doesn't Like", Winston Malone.

Duet, "Beautiful Brown Eyes" (encore), Mark and Eleanor Reid.

Dialogue, "Yassuh Boss". Recitation, "The Message of the Chinese", June Morrison.

Pantomime, "Silent Night" (encore), 3 girls.

Duet, "Frosty The Snowman" (encore), Anna Rae Douglas, Annie Lea Fyfe.

Recitation, "Looks Like Pa". Wilfred Bolger.

Song, "Rah For Santa", (encore) 3 boys and 3 girls.

Intermission — sale of candy.

Drill, "The Dull Class". Recitation, "Just Six Years Old", Alfred Fyfe.

Dialogue, "Blondy's Christmas". Drill, "What Does Christmas Mean To You Today?"

Recitation, "Hello", Gary Ferguson.

Duet, "Wedding Bells" (encore), Mark and Eleanor Reid.

Dialogue, "An Evening In a Loyalist Household".

Drill, "To Light The Way". Recitation, "The Little Cook", Anna Rae Douglas.

Dialogue, "The Minister's Mistake".

Camp Fire Songs, "Deck The Halls", "Joy to the World", "O Come All Ye Faithful", "The First Nowell", "Away In a Manger", "Jingle Bells".

Recitation, "We're Glad It's Over", Stanley Cole.

Closing Chorus, "Santa's Bells". The big moment of the evening arrived when Santa Claus made his appearance and distributed gifts to all the pupils and teacher. Then he gave out treats, supplied by the Women's Institute, to all the pupils. The singing of "The King" brought a very enjoyable evening to a close.

Buffalo Bisons Player Fined

NEW YORK, Jan. 7 — (CP) — Vern Kaiser, veteran leftwinger for Buffalo Bisons, has been fined \$150 by Maurice Podoloff, president of the American Hockey League.

The fine was for deliberately attempting to injure Bob Armstrong of Hershey Bears in an A. H. L. game at Buffalo last Sunday.

Referee Maurice Walsh, who officiated at the game, said in his report to Podoloff that Kaiser, 26-year-old native of Preston, Ont., swung his stick at Armstrong. He was given a match penalty.

MARINE NEWCOMER

HALIFAX—(CP) — First Hamburg-Chicago line vessel to call here since the Second World War, the sleek new freighter August Bolton attracted waterfront attention during her recent visit. One of the first larger vessels entirely German-built since the war, the freighter was commissioned at Hamburg last summer.

of alert" after which a search is begun.

Once it starts the real job of the co-ordination centres begins. Reports come from farmers, police and others in the search area and all this information has to be checked and cross-checked.

How long an unsuccessful search is maintained depends on a number of factors. Elapsed time, conditions of the country and chances of survival all are considered.

The guiding rule of Search and Rescue is that human life cannot be measured in dollars and cents. While there is any hope at all, the search goes on.

Kingston School Christmas Concert

An enjoyable evening was spent at Kingston hall on Dec. 19 when the pupils of Kingston School presented their concert under the capable guidance of their teacher, Mrs. Neil Campbell, assisted by Mrs. Everett Holmes who acted as organist.

The hall was nicely decorated with evergreens intermingled with icicles and a well-laden tree occupied one corner.

Mr. Tyrus Holmes capably acted as chairman and the following programme was carried out:

Chorus, "How-do-you-do". Welcome Recitation, Ann Hansen: "A Suggestion", Ralph Walsh and Billy Stone.

Dialogue, "Aunt Susan Changes Her Mind". Recitation, Clifford Green.

Trio, "Frosty the Snowman", Milton and Carol Docherty and Arnold Green.

Reading, "Whistle and Be Happy", Margaret Campbell.

Dialogue, "The Quiz". Recitation, "Why Not?" Robert MacGregor.

Duet, "There's a Bluebird on Your Windowsill", Wendell Campbell and Glyden Green.

Exercise, "Busy Maids", Marion Ann, Joan, Ann and Gloria.

Wreath Drill by 6 girls.

Dialogue, "Dr. Snoop and Dr. Doo".

"A Small Boys' Troubles", Carl Docherty.

Exercise, "Santa's Niece and Nephew", Ruth Hansen and George Dixon.

Instrumental music, Heber Campbell Rollie Ward and Mrs. Everett Holmes.

Clown Drill by 8 boys.

Reading, "Biddy's Trials", Ruth Younker.

Trio, "Dear Old Santa", Margaret, Bernice and Ruth.

"The Very Idea", Rena Yeo.

Dialogue, "At the Movies". "A Gift For Santa", Wendell Campbell.

Intermission — sale of candy.

Dialogue, "Mrs. Carr's Summer Boarders".

Pantomime, "Hush-a-bye", by Marion Ann, Joan, Ann, Gloria.

Reading, "The Terrible Ten", Wendell Willis.

Drill, "In Grandma's Day". Recitation, Orville Green.

Dialogue, "Sparkling Mary Jane". Quartet, "Mocking Bird Hill", Ruth Younker, Margaret Campbell, Wilwyn and Wendell Willis.

Recitation, Joan Hansen. "A Mystery", Donna Yeo.

Recitation, Allan MacRae.

Dialogue, "The Mock Wedding". Closing Address, Carl Green.

Chorus, "Ring Merry Bells". Santa then appeared in his usual jovial manner and distributed gifts to pupils and teacher. The pupils and other children were then treated to candy, chocolate bars and apples by the teacher, Mrs. Edgar Newson, and Women's Institute. The evening closed with the singing of the National Anthem.

ST. MARY'S ACADEMY

Honor Roll:

Grade X—1, Doris Poirier; 2, Marie Peters; 3, Leah DesRoches.

Grade IX—1, Joan Marie LeClair; 2, Mary Thompson; 3, Betty McDonald.

Grade VIII — 1, Catherine Praught; 2, Mae Arseneault; 3, Mary McInnis.

Grade VII—1, Julia Sonler; 2, Nandi Gallant; 3, Geraldine Noonan.

Grade VI—1, Marjorie Noonan; 2, Patricia Grant; 3, Vernita Gallant.

Grade V — 1, Marcia Arseneault; 2, Elsie Ann Arseneault; 3, Norma Fitzpatrick.

Grade IV—1, Salome Wedge; 2, Noelle Cameron; 3, Marjorie Bernard.

Grade IV—1, Donald McNeill; 2, Paul Conlon and Ronald McInnis; 3, James Hickey and Daniel Drapeau.

Grade III—1, Beverley Chlow; 2, Judy Arseneault and Louise Praught; 3, Carol Clow and Joan Fitzgerald.

Grade III—1, James Hogan; 2, Sandy Cameron and Michael Gallant; 3, Gerald Fitzgerald and Edward Arseneault.

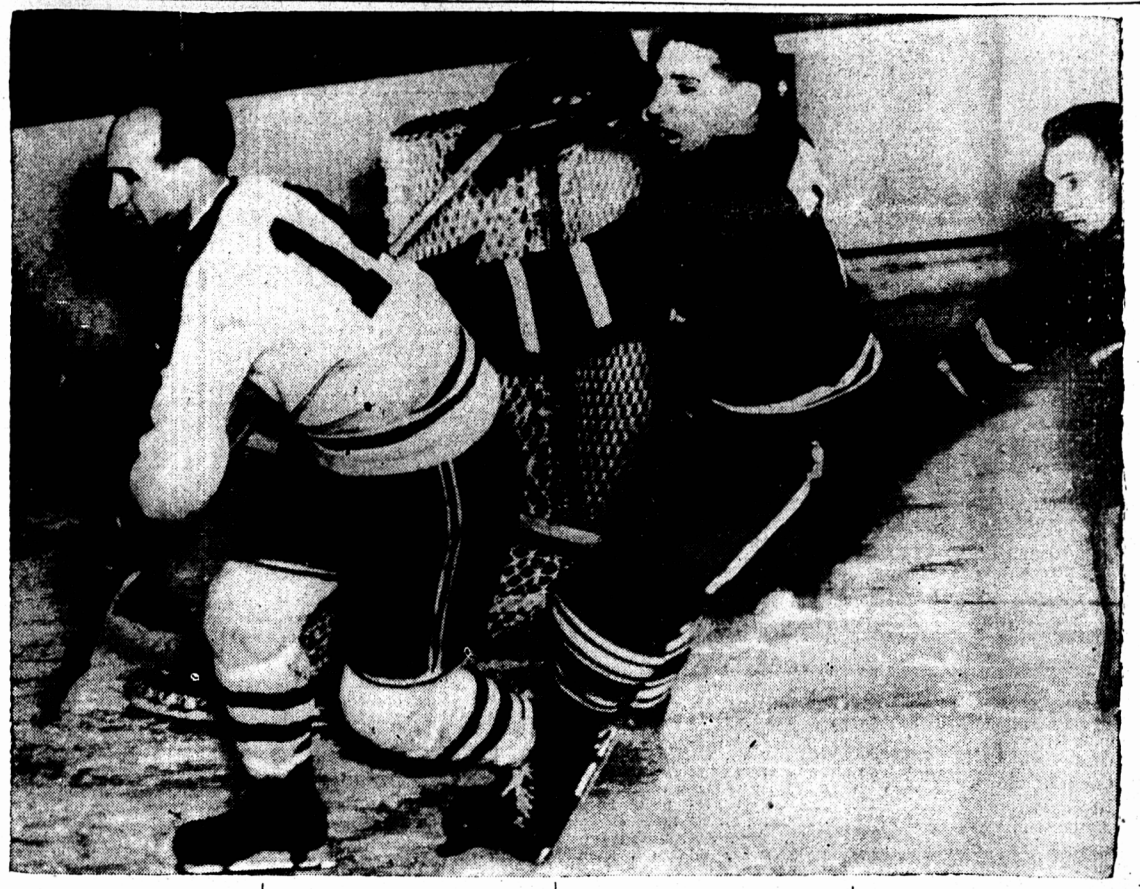
Grade II—1, Jeannette McDonald and Judith Moon; 2, Delphine Arseneault; 3, Myra McCormick.

Grade II—1, Edward Gallant; 2, Kenneth Praught; 3, Lorne Oldfin.

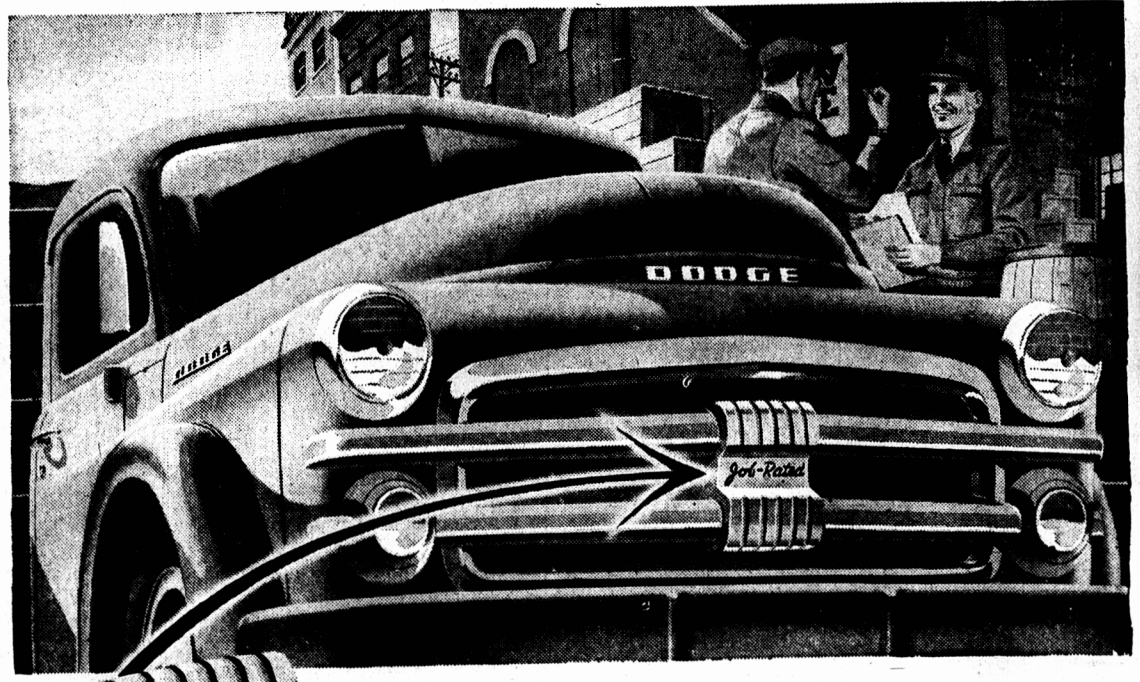
STORE WIDE WATCH FOR BARGAINS

DOLLAR STRETCHERS

CROCKETT AND STOREY LTD.



That extra effort which means Leafs, their bitterest rivals, for every occasion, it was their fifth while Harry Watson potted the only leaf tally near the 13-minute mark of the final period. At right, leaf goalie Al Rollins is seen about to pursue Max Bentley, centre, Billy Reay around goal.



THESE TWO WORDS TELL THE DIFFERENCE BETWEEN A DODGE AND ANY OTHER TRUCK

WHEN YOU SEE these two words — "Job-Rated" — you know that the truck has been engineered by Dodge to fit a specific job. You know it's a Dodge truck because only Dodge builds "Job-Rated" trucks.

You will find there's a Dodge "Job-Rated" truck to fit your particular job. Every unit of this truck will be factory-engineered to haul your loads over the roads you travel and at the speeds you require.

All units which help support the load and all units which help move the load are "Job-Rated" to work together... to assure better performance, greater dependability. Your Dodge "Job-Rated" truck will carry your loads easier and faster... last longer... and save and make more money for you.

★ SEE YOUR DODGE DEALER TO-DAY FOR THE NEW 1952 DODGE "JOB-RATED" TRUCKS

Only **DODGE** BUILDS "Job-Rated" TRUCKS

WHY HAVE SORE FEET? JUST RUB IN MINARD'S "JOB OF NIP" LINIMENT