



NEW TYPE ANTI-SUBMARINE AIRCRAFT

Modern development of anti-submarine warfare calls for new types of land-based aircraft to meet increasing RCAF maritime requirements, and the P2V-7 Neptune shown above off Canada's Atlantic Coast is one of the latest additions to the RCAF's roster of operational aircraft. This anti-submarine and anti-surface vessel aircraft, flying with Maritime Air Command, is also suitable for mine laying and torpedo operations. Part of more than a ton and a half of electronic equipment bulges out into the "radome" below the plane's nose.

Bush Pilot Gives Brief Story Of 12-Day Ordeal

Toronto bush pilot Carl C. Crossley, who survived 12 days after his piston-engine Norseman was forced down on an Arctic shelf, Thursday wrote a brief account of his ordeal when he paused in Churchill, Man., en route to Winnipeg. He was rescued Wednesday by a combined RCAF-RCMP team using a canoe and ski-equipped plane "homed" on distress signals, cranked out from an emergency transmitter, to find him marooned on an ice floe.

Wrote For The Canadian Press BY CARL C. CROSSLEY CHURCHILL, Man. (CP) — The ice floe at the time of landing was an ice shelf solidly attached to land. The aircraft landed on floats and taxied out on the shelf at 4:10 p.m. on May 19. It continued secure until Friday, May 25. A southerly gale and tidal action began to break up the shelf that evening. The most urgent equipment was removed to a supposedly safe position inshore, including two aircraft canvas tarps, rations, camp stove, etc. Around 10 p.m. to midnight, the

entire shelf broke loose and moved out. The aircraft and the equipment were on separate floes. The aircraft drifted out and became lost to sight until about midnight. The weather cleared and it was observed until about 2 a.m. when it was seen to upend the starboard wing, then slide off the floe and sink with a splash.

FLOE STAYS INTACT
The floe on which I was stranded stayed intact and proved very seaworthy and substantial. I drifted probably 30 to 50 miles with a northwest wind all day Sunday (May 27). Then I caught up with an extensive field of ice floes and became surrounded. It became quiet and peaceful.

Sleep became possible and I stretched out on two padded seats covered with a tarp which I salvaged from the plane. At some time Monday, I woke up, conscious of a wind change, and uncovered myself to sight for land. The coast was coming closer but was still perhaps 10 miles away. It was Southampton Island. On Tuesday May 29, about 8:45 p.m. an RCAF Lancaster homed in on my radio signals. Soon the Lancaster was joined by

a Dakota and at about the same time by a Canso, which I failed to see. From then on it did not seem that the sky was without an aircraft standing by.

AWAITS DEVELOPMENTS
All through May 30 (Wednesday) I awaited developments, knowing that someone had a problem in finding a way to reach my part of the floe.

Figures appeared on the shoreline in the evening and another single-engine aircraft had arrived and appeared to effect a landing in a distant valley. The figures on shore came from this and were RCMP officers. They were accompanied by Cpl. A. L. Savage, RCAF search and rescue trouble shooter, who suddenly appeared from the seaward side of the floe which he had reached by canoe. RCAF personnel engaged in the search under the command of Sqdn. Ldr. J. S. Young are too numerous to mention but all deserve a high order of praise. Also Mr. R. H. Webber who drove the Foundation Company of Canada snowmobile to a point 10 miles from the scene but was stopped by the rugged nature of the country.

Ghost of Sam McGee Stirs In Copper Belt

WHITEHORSE, Y.T. (CP)—The ghost of Sam McGee from Tennessee stirs once more in the Whitehorse copper belt he helped stake nearly 60 years ago. Sam was immortalized in the Robert W. Service poem The Cremation of Sam McGee wherein the poet left him on a funeral pyre on the marge of Lake Labarge.

As the flames licked about him, the poet said, McGee was heard to mutter: "Since I left Plumtree, down in Tennessee, it's the first time I've been warm."

Today, Sam seems to be stirring around his old Klondike haunts as interest grows in copper mines in the area. One of the mines in the War Eagle, two miles north of the famous Pueblo mine. The R. G. McConnell report on the Whitehorse copper belt, released in May 1956 says the War Eagle was staked by Sam McGee from Tennessee on July 16, 1899. Sam never did much with the claim but subsequent owners, up to the First World War, took a net profit of \$43,379 from the mine. War Eagle is one of six producing copper mines discovered during the Klondike gold rush and developed during the First World War. By 1920 they had shipped more than 100,000 tons of ore to Tacoma, Wash., smelters, grading four per cent copper to an estimated value of \$2,500,000. With copper now at 40 cents a pound, Imperial Mines and Metals Ltd., of Edmonton has acquired 64

claims including five out of the old Klondike producers—all but Pueblo. The firm hopes to put back into production mines which have lain dormant for more than 35 years.

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IN MEMORIAM

MRS. MARTIN F. KENNY
She hath opened her hand to the needy and stretched out her hands to the poor and hath not eaten her bread idly. Rarely indeed could these words be more aptly, applied than to the noble soul of Mrs. Martin F. Kenny who passed away suddenly on April 22, 1956 following an illness of less than two weeks.

The late Mrs. Kenny was a valued member of Holy Redeemer Parish, prominent in many social activities since coming to Charlottetown in 1932. For many years she was president of H. R. A. Society and for over 40 years was a member of the C. W. L.

Besides her husband, she leaves to mourn one son, John N. of Charlottetown, one daughter Carolyn, Mrs. Charles McIvan, Saint John, N. B., a brother John Nantes and a sister Susan Nantes reside in Charlottetown.

Her largely attended funeral was held Wednesday, April 25, from her late residence 35 Bayfield St., to the Church of the Most Holy Redeemer where Solemn Requiem High Mass was celebrated by Rev. Robert McKenna, C.S.R., Saint John, N. B., D. Deacon and sub-deacon were Very Rev. J. Gregory Murphy, C.S.R. and Rev. Brother Patrick, C.S.R., Saint John, N.B. was Master of Ceremonies.

Interment was in the Catholic Cemetery where services were conducted by Very Rev. J. Gregory Murphy, C.S.R., assisted by Rev. Robert McKenna, C.S.R.

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Mr. and Mrs. John Nantes, Rosemount, Que.
CARD OF THANKS
The family of the late Mrs. Martin F. Kenny wish to express their sincere thanks to all of those who have been so helpful with their kindness and sympathy during their recent sad bereavement.

U.S. Launching Huge Superhighway Program

By JAMES MARLOW WASHINGTON (AP) — The United States is on the eve of the largest superhighway program in its history, with the federal government putting up \$25,000,000,000 and the states the rest. It will mean a system of 40,000 miles spanning the country, linking the main cities, with six, four and two lanes, overpasses, underpasses, and a minimum of stoplights. What will it be like? Representing Russell V. Mack recently painted a picture of it: "... Thirteen years from now, the motorist can travel from northern Maine to the Mexican border south of San Diego, Calif., a distance of 4,500 miles, over four-lane divided highways on which traffic will not be interrupted by a single stoplight."

DEFENSE NEEDS
Sound romantic or far-fetched? An official of the government's bureau of roads, which will supervise the project, said, "No, that's just about right."

Why such a superhighway network? For one thing: Defense, or speed in case of war. For another: To meet traffic needs. Ten years ago there were 34,000,000 registered vehicles on U.S. highways.

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Sister Mary Raymond, Kingston, Ont.

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Family car under par?

BACKACHE
Backache is often caused by lazy kidney action. When kidneys get out of order, excess acids and wastes remain in the system. Then backache, disturbed rest, that tired-out and heavy-headed feeling may soon follow. That's the time to take Dodd's Kidney Pills. Dodd's stimulate the kidneys to normal action. Then you feel better—sleep better—work better. Get Dodd's Kidney Pills now.

Colorful Badges For Army Planned

OTTAWA (CP) — The army's tradesmen and specialists soon will wear colorful badges denoting their trades and skills. Some 50 new badges, ranging from a weather vane for meteorological observers to a plane on a circular saw blade for woodworking tradesmen, have been designed. They will replace the tradesmen badge now in use, a small letter "T" worn on the right sleeve, army headquarters announced Thursday. The new cloth badges, one and a half inches in diameter, are khaki for most working uniforms and gold for dress uniforms. Units that wear badges of rank of a color other than khaki, such as green for rifle regiments, will wear the rank badges the same color as the rank badges. Each badge is slightly different for each degree of skill within the trade. A group one tradesman has only the special insignia of his trade; group two has a laurel wreath on the base; group three has a crown on the top; and group four has both the laurel wreath and the crown.

TOWERING STRONGHOLD
The Rock of Gibraltar is believed to have been settled first by the Moors in 711 A.D.

to 10 per cent—in the manufacturer's tax on trucks, buses and trailers; and a higher tax on trucks weighing more than 26,000 pounds.

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Sound romantic or far-fetched? An official of the government's bureau of roads, which will supervise the project, said, "No, that's just about right."

Why such a superhighway network? For one thing: Defense, or speed in case of war. For another: To meet traffic needs. Ten years ago there were 34,000,000 registered vehicles on U.S. highways.

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