

DEAD END?

HALIFAX — The eight ships of Canadian National Steamships' West Indies fleet lie idle in Bedford Basin near Halifax awaiting a buyer. The ships have been idle since a strike of crew members last summer. The CNS has decided to sell them. Their fate is pointed up ironically by a road sign which says: "Dead End Road." CP Wirephoto.

## Air Pioneer Retires Today Was First TCA Employee

By JONATHAN COLE  
Canadian Press Staff Writer  
VANCOUVER (CP) — One of Canada's air pioneers retires today from the network of airways which he spent nearly 40 years helping build across Canada.

He is Donald R. MacLaren, First World War air ace, daring bush pilot and the first employee of Trans-Canada Air Lines—a stocky 65-year-old man with grey hair, a young heart, and an undying interest in the progress of Canadian aviation.

Mr. MacLaren began his flying career as a member of the Royal Flying Corps. He earned fourth ranking among Canada's air aces with a tally of 48 enemy airplanes and six balloons.

Now retiring as TCA's executive assistant for the Pacific area, he likes to "soft-pedal the war stuff — nobody's interested in that now."

He is more interested in talking about his experiences as a bush pilot in British Columbia and the Prairies which led to his appointment to TCA at its inception in 1937.

freight trips to the Yukon and northern B.C.

**LOST ONE PLANE**

"The only one of our planes that ever came to grief was a Vickers Vedette — a nice little flying canoe. The pilot, who was on his way from Prince Rupert to the Queen Charlottes, landed it on the grassy slopes of Porcher Island and it's still there."

MacLaren himself never crashed in some 35 years of flying. Lumber baron H. R. MacMillan told him "we always liked to fly with you because you had the habit of coming back."

In 1930, the flying ace moved to the Prairies to start a mail run for Western Canada Airways—which shortly afterward became Canadian Airways—between Edmonton and Winnipeg.

They used Boeing biplanes which were then being used on a mail run between Seattle and Chicago after a few unhappy experiences with Fokker 14s — "If there was any wind they'd turn over on landing and crash like a strawberry box."

MacLaren still describes as "a

nightmare" the mail run which took him between Edmonton, Calgary, Lethbridge, Moose Jaw, Saskatoon, Regina and Winnipeg.

**NIGHT HAZARDS**

Night flying was extremely hazardous because the only navigation aids the pilots had were primitive propane gas beacons mounted on steel towers about 15 feet high. They were spaced 15 miles apart on certain routes but on some there were no navigation aids at all.

In 1931 MacLaren moved back to the coast, this time as assistant general manager for Canadian Airways.

Four years later the company started a regular mail-passenger run between Vancouver and Seattle, using radio navigation aids for the first time in Canada.

With the formation of TCA in the spring of 1937, MacLaren was asked to join the organization by C. D. Howe, then minister of transport. He was appointed assistant to vice-president P. G. Johnson.

Later he became eastern superintendent, superintendent of stations, director of passenger

services and in January, 1950, executive assistant for the Pacific area with headquarters in Vancouver.

**DECIDES TO KEEP BABY**

LONDON (AP) — For two months Mrs. Edna Norris, 34, had been saying she would give away her baby when it was born. Three children are enough, she said.

Tuesday, the baby—a boy—was born and the nurses brought him in afterward. Mrs. Norris promptly changed her mind.

"Oh, he's so sweet," she said. "I couldn't let him go. Love is stronger than all my plans."

At her home in Warwickshire County, Mrs. Norris' husband, William, was happy about the change in plans.

"We are all glad we have changed our minds," he said. "We felt at first we could not afford to bring up another baby. Of course it will be a hard struggle, but we shall manage somehow."

**FORMER PREMIER DIES**

GISORS, France (Reuters)—Frederic Francois-Marsal, former premier of France, died Wednesday night at his home here.

## President Is One Politician Above Criticism In France

By SAM HOOKER  
PARIS (Reuters) — President Rene Coty, the man in the middle in France's perennial political crises, Wednesday continued his task of trying to bring stable government to the republic.

Esteemed by the public and above the squabbles and shifts of government, the 76-year-old Coty is the one politician in France that nobody criticizes—not even the Communists.

As the only person under the French constitution who can name a new head of government, Coty has been the key figure in crisis after crisis since he was elected president in 1953.

He has worked so tirelessly that a Paris newspaper recently published a cartoon of him marching down the Champs Elysees with a banner reading: "What about a 40-hour week for presidents?"

Coty was thrown into the limelight when the National Assembly met five years ago to elect a successor to President Vincent Auriol. After 11 deadlocked ballots, amid growing public indignation, Coty's name was brought forward and on the 13th ballot he was elected.

**KNOWN FOR POLITENESS**

Once known as "the politest man in the National Assembly," Coty shrank from the pomp surrounding his office. He immediately endeared himself to France by refusing to follow the tradition of spending his first night in luxurious rooms prepared for him at the Versailles Palace.

Since the army-led coup May 13 in Algeria that touched off the current crisis, Coty has remained largely in the background. But his official residence—the sumptuous, 18th-century Elysee Palace—has been visited by virtually every important politician in France.

The son of a Roman Catholic school principal, Coty holds de-

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## FIRST AIRLINE

He first came to Vancouver in 1924. For about \$800 each he bought two war-surplus HS2L flying boats and started the West Coast's first commercial aviation operation, Pacific Airways.

From the air force, his company inherited the strenuous task of patrolling 10,000 miles of the B.C. coastline between the United States border and Alaska for the fisheries department.

"Our job was to catch fishermen who were violating regulations," Mr. MacLaren recalls. "When we spotted a guy breaking the rules, we'd land the old HS2L right next to him and catch him in the act."

In 1928, he sold out to Western Canada Airways and became superintendent. He continued the fishery patrols, flew prospectors all over the province, did reconnaissance and photographic flights over timber areas for the big forestry firms and made

## New Emphasis On Nursing Seen

SYDNEY (CP) — Sister Catherine Gerard of Halifax, president of the Registered Nurses Association of Nova Scotia, said here Wednesday the national hospital plan will place new emphasis on nursing education.

She told the association's annual meeting that "it is our responsibility as nurses to keep allied agencies and the public advised on the new trends in nursing care and our objectives for nursing education." About 50 nurses are attending.

Secretary-treasurer Nancy H. Watson of Halifax told the meeting that a recommendation to increase the first year qualifying examination mark to 55 per cent from 50 has been approved by the executive.

## Expect Start On Bank Building

MONTREAL (CP)—A start is expected by late July on construction of a 42-storey building to be leased and eventually owned by the Royal Bank of Canada on the site of the Place Ville Marie development.

The bank is to buy the land on which the building is to be built from the CNR, it was announced Tuesday. It will take a 99-year lease on 100,000 square feet of office space on the street level and the seven whole storeys above it—300,000 square feet in all.

When another 99-year lease between CNR and the builders expires, the bank becomes owner of the building.

The Place Ville Marie project, to be located north of Dorchester Street in the CNR terminal area, is to include a huge shopping, business, entertainment and cultural centre.

It is to be built by Webb and Knapp (Canada) Limited, William Zeckendorf, chairman and president of Webb and Knapp, earlier predicted the \$200,000,000 development on the lines of New York City's Rockefeller Centre would be "completed by 1960."



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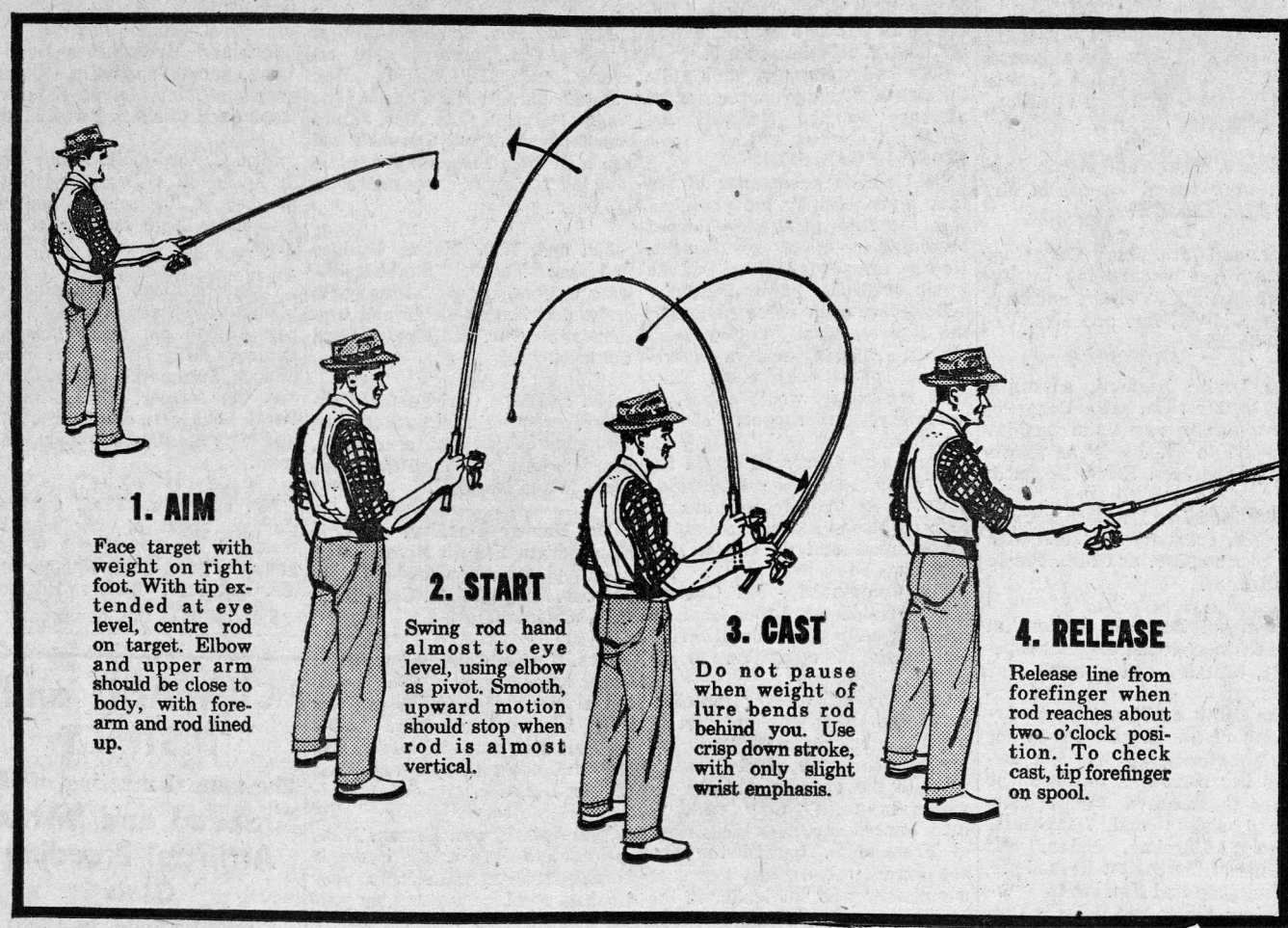
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