MARK OF QUALITY—At the Toronto refinery of Englehard Industries Ltd., Len Hodgeman (left) stamps the firm's mark on gold bars worth $30,000. Paul Makohon (right) pours molten gold into a kilo (32.15-ounce) mould to turn out bars used in trading on the Toronto Stock Exchange. Only two other refineries in Canada—the Royal Canadian Mint and Canadian Copper Refineries Ltd. — are approved by the London gold market as producers of pure gold bars to the exacting standards required in international trading.—(CP Photo)

Blind children benefit by oldtime tragic error

By BOB TRIMBEE

Canadian Press Staff Writer

VANCOUVER (CP) — Archaic traditions surrounding the development of blind children have been all but shattered here during the last decade.

And a tragedy of years ago that left more than 100 British Columbia infants blind shortly after birth was the greatest single factor in eliminating misconceptions and uncomfortable attitudes held by the general public.

It acted as a catalyst in combining the talents of social workers, the Canadian National Institute for the Blind, parents and civic officials and produced a startling program that caught the imagination of others throughout the world.

The tragic note was 115 cases of retrolental fibroplasia in B.C. between December, 1946 and September, 1955. The condition occurred when premature babies were placed in incubators and inadvertently given too much or too little oxygen. This damaged the optic nerves, causing varying degrees of blindness. Usually it was complete.

STILL SOME CASES

By 1955 the cause was discovered and a safe range calculated for most infants. However, some cases still appear.

Prior to the outbreak, knowledge about the training, education and integration of blind children into a sighted community was seriously lacking, primarily because there were too few blind children to permit statistically valid conclusions.

The task was more difficult because of the varable factors involved such as the amount of residual vision and the age at loss of sight. This made it almost impossible to find a homogeneous group of pre-school blind children.

But the sheer weight of numbers affected in the outbreak forced all-out action here. B.C. normally has 10 to 15 blind children born within its borders each year, the basic causes being cancer, heredity or injury at birth.

GOOD TEST AREA

"The group really had everything working for them," said Eileen Scott, CNIB supervisor of social welfare here for 14 years and a leader in the integration program.

"Following the Second World War there was a general reappraisal of public opinion. Rehabilitation programs with blind veterans placed them in industry for the first time and people began to accept the blind.

"Past beliefs have placed an almost indelible stigma upon blind people. Frequently this was the result of companion defects effecting the heart or limbs.

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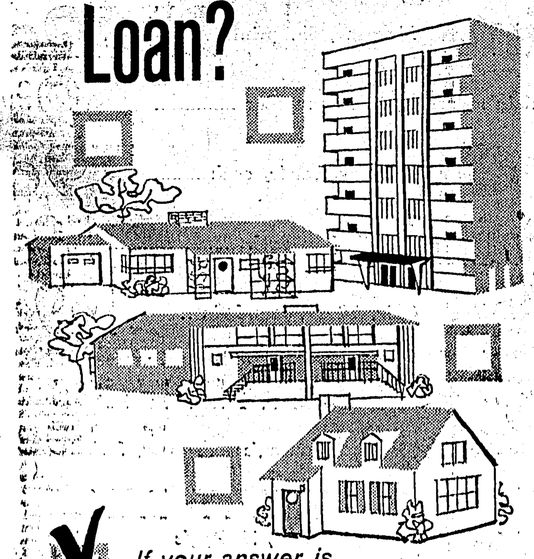

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Oldest airliner in world expected to last 10 years

By PETER EMMOREY

Canadian Press Staff Writer

PUT-IN-BAY, Ohio (CP) — A 1928 Ford Tri-Motor bumped along the runway here and climbed out over Lake Erie in a spectacular chandelle.

It was no air show.

One of the world's oldest working airliners, the Tin Goose, was off on another routine flight on North America's shortest international airline route.

The two tri-motor planes of Sky Tours Incorporated — big, bulky and built of corrugated iron—fly a 25-mile route over a small group of islands off Sandusky, Ohio, just eight miles from Pelee Island, Canada's southern most populated point.

To the 1,000 year-round residents of the American islands—Rattlesnake, Kelly's Middle, North and South Bases—the Tin Goose is a vital link with the mainland, an hour away by boat in the best weather but only minutes by air.

Since the huge silver planes first linked the islands on a bus-like schedule in 1936, they have flown searches for lost fishermen, sped medical help, played schoolbus, airlifted groceries, newspapers, mail, caskets, refrigerators, plows, even a kitchen sink.

Sky Tours enjoys one of the best flying records on the continent. No passenger has ever been injured and since 1956 only three flying days have been lost. Dale Burris, 17, commuting to school by air, has a better attendance record than many chums who ride buses.

Island-hopping in the old Fords builds a rugged breed of passenger. The longest air strip on the five islands is 1,200 feet. On a hot day when takeoffs are difficult because of thin air, 1,200 feet can look short even to a modern light plane.

On regular mail and passenger runs the tri-motor skims low over the Lake Erie whitecaps, trees and powerlines to bump down in a short runway.

Within moments the three 220-horsepower engines roar and pull the Ford off in as little as 400 feet. Pilots seldom take the craft above 500 feet because airport stops are all less than eight miles apart. Cruising speed is about 85 miles an hour.

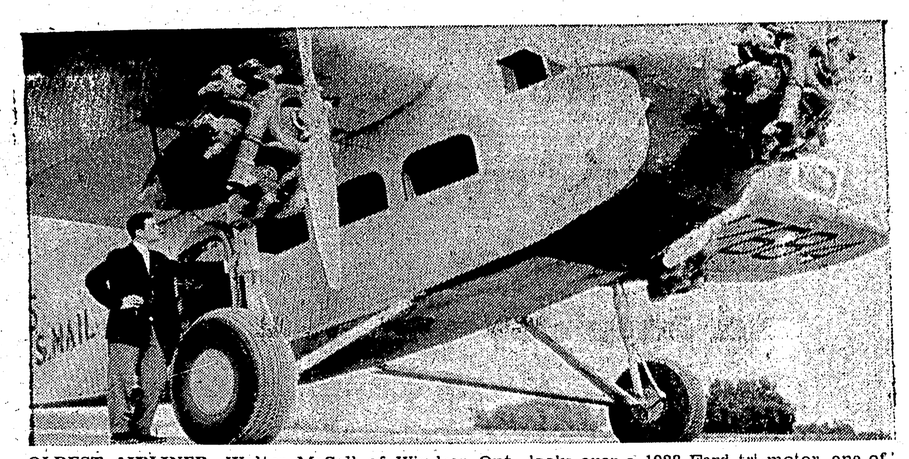
THEY'RE STILL BEST

"We expect to operate them for another 10 or 15 years," says Ralph Deitrich, owner of Sky Tours and a pilot with 20,000 flying hours.

In spite of the age of the tri-motor and advances in aero engineering Deitrich doesn't think a plane has been built that can compete with it in hauling so much freight off such short runways, climbing as steeply, handling as well in adverse winds while providing the safety margin of three engines.

Maintenance is complicated by the fact that components have long been out of production. A small landing gear part recently had to be specially cast. Cost: $500.

In spite of this, Deitrich says, the Tin Goose is the least expensive way to serve the islands. It costs about $6 an hour to operate. The company, in fact, is hoping to buy at least one more tri-motor. There are only 11 flying today.



OLDEST AIRLINER—Walter McCall of Windsor, Ont., looks over a 1928 Ford tri-motor, one of the world's oldest airliners still in operation. Two of the bulky aircraft, built of corrugated iron, fly a 25-mile route for Sky Tours incorporated of Put-in-Bay, Ohio. The planes have linked the U.S. mainland with a group of small Lake Erie islands since 1936, flying cargoes of medical help, mail, newspapers and groceries for 1,000 year-round residents.—(CP Photo).

Ski club hut ... almost complete

The Prince Rupert Ski Club deficit from last year was covered by membership dues, reported club secretary Mrs. Alan Marshall last week.

The club is at present constructing a 24 by 40 foot hut about two-thirds up Mount Blaine, some 14 miles along Highway 16, which it will have completed for members use in time for skiing this winter. It is hoped to have a rope tow running.

In a drive for further funds to pay for the hut the club will be holding a raffle, advertising on the air and in stores.

Executive for the year will be: President A. S. Marshall; secretary Mrs. A. S. Marshall; treasurer, Oddy Eidsvik; and publicity, Harold Marshall.

Instruction will be offered free during the season.

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