



Helicopters Play Big Role in Building Air Raid Warning Line Over Canada Wilds

Editor's Note: Charles Corddry, United Press military affairs writer in Washington, has made a 1200-mile tour of the new Mid-Canada defense line. This second of three dispatches describes the vital role being played by helicopters in the building of the line.

By CHARLES CORDDRY
United Press Correspondent
Near Great Whale River, Quebec — (U.P.) — A helicopter whisks you up from the shore of Hudson Bay and deposits you gently among the shale and water puddles on a windy hilltop.

This is a typical station, reachable only by helicopter, on the Mid-Canada Line — the \$170 million "burglar alarm" Canada is building 400 miles north of the U. S. border as a key link in the Continental Air Defense system.

Emmett Henderson, burly foreman of a nine-man construction crew who is a long way from his suburban Montreal home, rushes out to the whirlybird. Work is stalled temporarily because he has run out of washers in boiling down the magnesium floors at this aircraft detection site. Henderson frankly would rather have had the pilot hand him a bag of washers than a load of newsmen.

Better Understanding

Tramping around this windswept site soon makes one understand better what Group Capt. E. Charles Poole meant when he said only air vehicles could supply the line between Eastern Hudson Bay and the Labrador coast. Poole is the Canadian Air Force's head man on the Mid-Canada project. He says it will be a going concern next Jan. 1.

Foreman Henderson, who has not left the hill since last May 13, shows you around the 72 by 28 foot building that will house power units, electronic equipment and two civilian technicians. The fiber glass insulated, steel-faced walls are six inches thick to protect against the 30 below temperatures of winter. Concrete underpinnings are deep in the ground so they will not be distorted as the surface alternately thaws and freezes.

Sectional Work

Magnesium flooring is used because it is light and cheaper to lug up to the site in a cargo-lunged helicopter. Transport methods that have to be used in the Mid-Canada line have had much to do with construction designs. In the Quebec-Labrador section, where everything moves by air, the size of any unit of building materials or electronic equipment is limited to 13 by 5 feet and the weight to 1,500 pounds. Everything possible is prefabricated.

The helicopters have written a saga all their own here in the Canadian North. Squadron Leader Robert Heaslip, commander of the 25 choppers the Royal Canadian Air Force is using, told the story one night at Knob Lake, 400 miles east of here, where newsmen were stalled by foul weather.

Materials by Rail

Knob Lake is a marshalling area for the line, where materials are brought by rail for 360 miles from Sept-Isles at the mouth of the St. Lawrence River. From Knob Lake they are transported directly by helicopter to nearby sites, or by amphibian plane to lake shores and thence by 'copter to sites.

Much of the terrain from the coast of Labrador to the Hudson Bay shore is ridged by mountains rising 1,500 to 4,000 feet. They run north and south. In the deep ravines are thousands of nameless lakes. Where it is flat there is spongy muskeg in the summer. Building an east-west road for transporting Mid-Canada Line materials would be out of the question, said W. S. Martin, Bell Telephone Co. construction engineer in the Knob Lake area.

Something Unique

Using American-built Vertol H-21 and Sikorsky H-19 and H-34 helicopters Heaslip said, the RCAF has done "something un-

ique in helicopter history." On occasion they have hauled loads as heavy as 4,000 pounds across the windy country to building crews. They fly their 25 'copters 1,200 hours a month, a very high rate. They operate in winds up to 45 miles an hour. They are aloft sometimes as long as five to six hours.

There have been no fatalities in the helicopter operation, just as there have been none in any other phase of Mid-Canada Line construction. Each 'copter pilot

has had combat experience in World War II and has flown at least 3,000 hours.

There are few navigation aids up here. But it is "not a particularly dangerous operation," according to Don McClellan of Montreal, a wartime bomber pilot now flying PBY's, or Can-So's as they are called in Canada. Edward Richards, another commercial pilot, explains that there are no landmarks most of the year when the area is buried in snow, but you get used to finding

your way around. He has been flying in the north since 1938. His home is Winnipeg, Man.

The Hudson Bay lowland west of here and the Cranberry portage area in Western Manitoba presented perplexing transport problems of a different kind.

Short Summer

Ships bring heavy cargoes into Hudson Bay during the 60 summer days that it is possible to do so. They must anchor as much as 10 miles off shore and have their cargoes lightered ashore because of the shallow coastal waters, and reefs and gravel bars.

In this area in winter months, great tractor trains move over the snow from the Moosehide rail head on the southern tip of James Bay to Winisk, a marshalling area on the western shore of Hudson Bay opposite Great Whale River.

In the far west, at such points as Dawson Creek, British Columbia, about 100 miles of bush road were built. Construction in that area as well as in Alberta, Saskatchewan and parts of Manitoba, was made possible by combined use of roads, barges, tractor train hauls and airlift.

Sample of Weather

A sample of the weather in which the work goes on was given at Knob Lake. In 1955, the minimum temperature was 44.4 below zero and the maximum was 88 above. It is usually above zero except in January and February. Snowfall was 112.8 inches and rainfall, 11.9 inches. There was some kind of precipitation during 168 days in 1955.

Despite the hazards of weather and terrain, 200,000 tons of materials have been moved into Mid-Canada Lines sites — a miracle of transportation.

Tomorrow: Missile Defenses.

Coniston, England — (U.P.) — Water speed king Donald Campbell beat his own world speedboat record with an average time of 252.63 miles an hour yesterday.

Tokyo — (U.P.) — The U. S. Air Force has called off its nine-day search for a missing weather plane which disappeared with 16 men aboard.

Navy Surprised by Number of Volunteers For Antarctic Travel

Davisville, R. I. — (U.P.) — You wouldn't think there'd be many volunteers for a mission to a frigid, uncivilized wasteland where the only guarantee is four months of being snowbound and in total darkness.

The Navy didn't think so, either, when it asked for men willing to spend 18 months in the Antarctic, manning seven American research stations.

Response Overwhelming

But the response was overwhelming. Several thousand Navy men offered to aid the vast scientific investigation in a little known area that might be of great strategic value in event of an atomic war.

Selected were 19 officers and 152 enlisted men. They were chosen on the basis of professional capability, maturity and physical fitness. Dubbed "Operation Bravo," the detachment is winding up special training at the Atlantic Fleet Construction Battalion headquarters here.

The basic mission of "Bravo" is to support American civilian scientists who will study secrets of nature at the bottom of the world. Some of the Navy men also will do research. Eight members of the group, with nine scientists, will spend the winter at a station at the South Pole, where only nine men have ever set foot.

Who are the men who volunteered for such a hazardous adventure? And why?

Almost a third are typical family men; the rest, carefree bachelors. Their reasons, as told to the United Press, vary.

Electrician Acy H. Patterson of Charleston, S. C. — "Building power units and stringing lines in a region never before inhabited by man is something a construction man dreams about."

Lt. John E. Zoller of Shelby, Mont., Protestant chaplain, said he volunteered "because it is a challenge."

Radioman Donald L. Bradford of Mesa, Ariz., plans to study for a college degree. "The Antarctic will be full of evenings with nothing to do and no place to go," he said.

Court Records

DISTRICT COURT
Doran Anderson Knight, overload, \$125.
Jim Duggins Monday, drunk on public highway, \$15.
Dennis George Dibble, inadequate muffler, \$10.
Alfred August Shadley, drunk on public highway, \$15.
Ivan Chester Hamilton, failing to stop at red light, \$10.
Robert William Ball, violation of basic rule, \$15.

CIRCUIT COURT
Betty Kathleen Phillips vs. Herbert Raymond Phillips, divorce complaint.
Walter Clarence Strahan vs. Treva Logene Strahan, divorce complaint.

New Rogue River Fire Hall Is Completed

Rogue River — The concrete floor and approach ramp to the new Rogue River fire hall has been completed, and the building is now in use, according to Fire Chief Richard Niquette. The structure houses the city's new American LaFrance fire truck, a resuscitator, stretchers and other equipment. The fire equipment and building were purchased with money from a recent \$16,000 bond issue.

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Injunction Proceedings Brought Against Dairyman

Grants Pass — Recent injunction proceedings against a Grants Pass dairyman for selling milk from cows not officially tested for Bang's disease or brucellosis and from an unlicensed dairy has brought to light several unlicensed dairies in Josephine and Jackson counties. E. P. Black of Grants Pass, dairy fieldman for the state department of agriculture, has announced.

The department, through District Attorney Max Millin, filed injunction proceedings against R. W. Lampert, Grants Pass dairyman, Aug. 16. Lampert made no defense and on Sept. 7 an order of default and permanent injunction was signed by Circuit Judge Orval J. Millard.

The court order restrains Lampert from selling fluid milk

without obtaining a license from the state, and without having cows tested as required by law. Dairies Requested

Black said since injunction proceedings were filed by the district attorney, additional dairies in Josephine and Jackson counties have been requested to apply for a state license. They need a license to operate a gallon jug milk business.

Before licenses are issued from department headquarters in Salem, Black said inspections of the dairy of each applicant will be made to see if it meets state sanitation requirements. Salem headquarters issue licenses upon receipt of favorable reports.

In Salem, O. K. Beals, the department's division chief responsible for milk law enforcement, said he was pleased at action taken by Josephine county officials in taking measures which should stop bootlegging milk in southern Oregon.

Beals said a few persons may be inclined to excuse the bootlegging of milk by small dairies on an economic basis.

Recognize Angle

"But both the department of agriculture and citizens generally, including dairymen, recognize that health angle involved in illegal sales of milk is of first importance to both the public and the dairyman," he added.

Both Black, the local inspector, and Salem officials pointed out that cows, dairy premises, dairy equipment and milk are not inspected if a dairy is not licensed to sell fluid milk. "Milk from uninspected dairies may be good or it may not be," Beals said. "Consumers, usually neighbors, buy milk from uninspected dairies at their own risk. They should recognize that it may come from cows not officially tested for brucellosis (Bang's disease) or tuberculosis."

Milk from uninspected dairies never sees the laboratory process that the state uses to test inspected samples for bacteria, butterfat, accuracy of pasteurization if pasteurized, and adulteration with water.

Milk Samples

Regularly each six weeks, or at least eight times a year, the department fieldman picks up samples of fluid milk from licensed dairies, Black said. If regular samples indicate trouble spots, more frequent checks are made.

In addition, the fieldman makes a physical inspection of dairies at least four times each year.

Still another protection to the public is the state requirement that cows must be tested by an official veterinarian annually for tuberculosis and two times a year for Bang's disease, if a dairyman sells unpasteurized milk direct to consumers.

Cheaper Christmas Trees Predicted for This Year

Bend — (U.P.) — Christmas trees may be slightly cheaper this year for those who prefer buying Yuletide decorations to dragging them in from the forests.

Deschutes National Forest has held its annual Christmas tree sale to wholesalers and reports that prices were slightly lower than the 1955 figure. Some 1500 white firs in the Whiskey Springs area went at prices ranging up to 90 cents each.

Most of the Deschutes trees will be shipped to the California markets.

Eugene Board To Eye Joint John Day Dam

Eugene — (U.P.) — The Eugene Water and Electric Board, a municipal corporation, will consider the possibility of joining with other local public utilities in construction of a proposed John Day dam on the Columbia river.

Superintendent R. B. Beals will meet at The Dalles Monday with three other Oregon municipal groups and the Klickitat county PUD in Washington to study plans for joint construction of the \$310-million project. The Klickitat PUD already has filed for a preliminary permit to build the dam through issue of revenue bonds to be repaid with sale of hydroelectric power.

The John Day site is just above The Dalles dam and would generate some 1 million kilowatts.

City Completes Water Main Installation

City crews have completed installation of a new 16 inch water main across Bear creek about 100 feet north of Jackson st., replacing the old main which was damaged by high water last winter, according to Robert Lee, water superintendent.

Lee said the new main will not be placed in operation for two or three weeks because it must first be chlorinated. Construction on the new main started about a month ago.

Reason for the delay in construction, he added, was the amount of water used in the city during the summer, which made it impractical to take one of the mains out of service.

Salem — (U.P.) — State Sen. Warren Gill, Lebanon, has indicated here that he has enough pledges to assure his election as president of the state Senate in the 1957 Legislature.

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