



## Gérant général



M. A.-W. WHITAKER, Jr

*M. A.-W. Whitaker, Jr a été nommé, le 1er janvier, gérant général de l'Aluminum Company of Canada, Limited. Il succède ainsi à M. O.-M. Montgomery, décédé. M. Whitaker est ingénieur en chimie, gradué de l'université de Pennsylvanie. Il entra au service de notre compagnie en juillet 1931, comme ingénieur au département des expériences. En 1926, il devint surintendant de la nouvelle usine de carbone à Arvida, Qué. et en 1928, surintendant de l'usine Bayer du même endroit. De 1930 à 1939, M. Whitaker remplit les fonctions de gérant des usines d'Arvida. C'est en 1939 qu'il fut nommé ingénieur en chef de la compagnie. M. Whitaker, tout en demeurant ingénieur en chef, assumera ses nouvelles fonctions de gérant général de l'Aluminum Company of Canada, Limited.*

*Shown above is Mr. A. W. Whitaker, Jr. who was, 1st January, appointed general manager of the Aluminum Company of Canada, Limited, succeeding the late Mr. O. M. Montgomery. Mr. Whitaker, a graduate in chemical engineering of the University of Pennsylvania, joined the company in July 1931, as a research engineer. In 1926, he became superintendent of the newly built carbon plant at Arvida, Que., and in 1928, was made superintendent of the Arvida ore plant. In 1930, Mr. Whitaker became manager of the Arvida works, which post he held until 1939 when he was appointed chief engineer of the company. He will combine his new duties with those of chief engineer.*

## The Arvida Concert Orchestra

Our first Wednesday evening rehearsal after the holidays took place on January 8th. The attendance was good and the standard of performance better than ever before. The orchestra is definitely progressing and there is little doubt but that it will have something good, in the not too distant future.

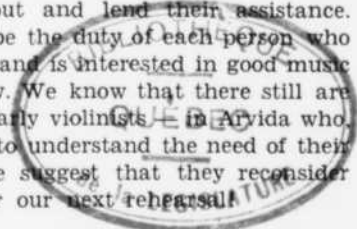
At this rehearsal the orchestra presented its conductor, M. O. E. Dahlstrom, with an engraved nickel plated metal baton as an appreciation of his efforts. He wishes to take this opportunity of thanking each loyal orchestra member for this splendid gift.

Mr. John Harris has been appointed librarian of the orchestra's growing music library. Mr. Harris, a violinist in the orchestra has proved himself capable, efficient and well worthy of the trust.

We are often asked: "How is the orchestra getting along?" The best answer would be to give a concert. We prefer, nevertheless, to wait until our orchestra instrumentation is more complete and the orchestra, as a whole, is thoroughly confident. Any person interested in the orchestra is welcome to attend its rehearsals, however.

A most valuable recent addition to the orchestra is Mr. and Mrs. Oliver E. Woods of Toronto. Mr. Woods experience has spread over a number of years, travelling with such organization as the Kiltin Band of Canada, the Sousa Band and the New York Symphony Orchestra under the direction of Dr. Walter Damrosch. He has taken part in the musical comedy "Chu Chin Chow" and many others. He was principal oboe with Toronto Symphony Orchestra and The Buffalo Symphony Orchestra for many years. Mrs. Woods also was with the Toronto Symphony Orchestra as cellist and travelled with Mr. Woods in "Chu Chin Chow". They have very kindly lent their assistance in giving valuable advice and lessons to members of the orchestra. We sincerely hope that the Woods' will stay with us for a long time to come.

The Arvida Concert Orchestra needs your support! Each and every person in town who is interested in our undertaking should come out and lend their assistance. We feel also that it should be the duty of each person who plays orchestra instruments and is interested in good music to join the organization now. We know that there still are many performers — particularly violinists in Arvida who, for one reason or other, fail to understand the need of their active participation. May we suggest that they reconsider our efforts and turn out for our next rehearsal!





# LA SENTINELLE

Rédigée en collaboration et distribuée à leurs employés par Aluminum Company of Canada, Limited et les compagnies associées

## — REDACTION —

Rédacteur — Lucien LeMay  
Rédacteur-adjoint — B.-E. Surveyer



Aluminum Company of Canada, Limited	—	A. Daris
		G. Castonguay
		J.-E. Pepall
		J.-M. Robert
Aluminum Power Company, Ltd.	—	Geo. Tremblay
Roberval and Saguenay Railway Company et Saguenay Terminals Limited	—	J.-W. Barthe
La Compagnie Electrique du Saguenay	—	R.-B. Brosseau
Saguenay Power Company, Ltd. et The Alma & Jonquières Railway Company	—	○ Bernier

## — Rédaction et Administration —

C.P. 337, Arvida, P.Q.

## NOTES SOCIALES

Le Staff Sergent Ovide Lafrance est retourné à son régiment à Sussex, N.-B., après avoir passé quelques jours dans sa famille à l'occasion de Noël.

—○—○—

M. Benoit Hubert a passé quelques jours à Québec à l'occasion du Jour de l'An.

—○—○—

M. Fernand Gaumont était de passage à Québec parmi les siens au début de janvier.

—○—○—

M. Antonio Flamand a passé quelques jours à Montréal.

—○—○—

M. Roger Richard est retourné à Kingston après une quinzaine de jours dans sa famille.

—○—○—

M. et madame Gordon Cunningham étaient à l'Île-Maligne pour les fêtes du Jour de l'An.

—○—○—

M. et madame René Boulay ont passé Noël à l'Île-Maligne.

—○—○—

MM. Roméo et Gaston Boucher ainsi que M. J. Croisetière sont de retour ici après un voyage d'une semaine à Tétreaultville.

—○—○—

M. Roland Rémillard est revenu de Montréal après une huitaine de jours de vacances.

—○—○—

Se sont enregistrées au Saguenay Inn, au cours des deux dernières semaines, les personnes dont les noms suivent:

De Montréal: MM. J.-M. Ballantun, J.-U. Châtelain, E. Cassidy, mademoiselle M. Black, MM. A.-A. Defoe, A.-F.-G. Durnford, R.-H. Hayes, M.-E. Hombach, W.-O. Heslop, F.-O. Jacknnon, J. LaSalle, H. Morton, J. MacDonald, W.-L. Pugli, A.-D. Ross, J.-B. Sewell, P.-E. Savage, M.-P. Thurling, Ray Hill White, A.-W. Whitaker, Jr. De Shawinigan Falls: T.-A. Carter, B. Reid. De Québec: MM. P.-R. Paradis. D'Ontario: MM. F.-E.-V. Fink, M. Girard, M. et madame

H.-R. Fee, MM. D.-A. McKay, W.-W. Orr, J.-L. Porter, Mme H. Jennings. De New-York: MM. B.-D. Bedford, E.-J. Remchied. De l'Île-Maligne: M. W.-E. Rumfeldt, son fils et sa fille. De Noranda: M. B. LeBlanc.

## Mariage

Le 30 décembre était célébré à l'église Sainte-Thérèse, d'Arvida, le mariage de M. Louis-Napoléon Bernier, avec mademoiselle Marguerite Girard. Les témoins furent MM. Napoléon Hudon et Welly Allaire.

## Naissances

Le 27 décembre:

M. et madame Michael Nemeth (Eliz Fedor) un fils: Joseph, baptisé le 29 décembre; parrain et marraine, M. Stephen Vasil et mademoiselle Elisabeth Simko.

Le 29 décembre:

M. et madame Gérard Tremblay (Marie-Jeanne Laforge) un fils, Jean-Noël-David; parrain et marraine, M. et madame David Larouche.

Le 1er janvier 1941:

M. et madame Joseph Giguère (Antoinette Martin) un fils, Joseph-Lucien-Raymond; parrain et marraine, M. Lucien Lebeau et mademoiselle Emelie Martin, tante de l'enfant.

## Décès de M. Napoléon Déry

Le 27 décembre est décédé, à Kénogami, M. Napoléon Déry, époux de feu Dame Rose-Anna Bouchard. Il était âgé de 70 ans. Ses funérailles eurent lieu à l'église Ste-Famille de Kénogami. Il laisse pour pleurer sa perte, 10 enfants dont 6 garçons et 4 filles, MM. Henri, Louis, Gérard, Philippe, Paul-Armand et Benoit; mesdemoiselles Anna-Marie, sténographe à l'Aluminum, Maria, Jeanne et Dorice.

"La Sentinelle" prie la famille Déry d'accepter ses sincères condoléances.

## A l'hôpital

M. Aurèle Paquet a subi une intervention chirurgicale le 30 décembre. M. Paquet est en bonne voie de guérison.

## Résolution

Canada,  
Province de Québec,  
La Ville de Jonquières.

Hôtel de ville.

PROPOSE PAR L'ECHEVIN J.-W. GAGNON  
SECONDE PAR L'ECHEVIN MALTAIS ET  
RESOLU UNANIMEMENT.

Que le Conseil Municipal de la Ville de Jonquières remercie l'Aluminum Company of Canada, Limited et The Foundation Company of Canada, Limited pour le travail qu'elles ont donné aux chômeurs de cette ville et pour la coopération qu'elles ont apportée au problème du chômage dans la dite ville et que copie de cette résolution soit adressée aux Compagnies susdites par le greffier.

ADOPTE.

(Signé) L. Vincent, maire.  
Paul-E. FORTIN, greffier.



ROYAL CANADIAN AIR FORCE PHOTOGRAPH

## Le "Bristol Bolingbroke Bomber"

Le "Bristol Bolingbroke Bomber" qui est une adaptation canadienne du fameux "Bristol Blenheim Bomber" est un avion de bombardement à grande vitesse. Equipé d'une tourelle à mitrailleuse automatique, il est très efficace en tant qu'avion agresseur. On a fait de cet appareil bimoteur, un avion de combat particulièrement destiné à l'escorte et aux envolées nocturnes. Sa structure générale a servi de modèle aux avions qui sont actuellement en service actif comme par exemple, le "Beaufighter" et le "Beaufort". Cet appareil, d'une facture aussi améliorée, doit sa production considérable dès le début de la période de réarmement, au fameux "Britain First" 1935 dont il descend. Le "Britain First", eut, lui-même, comme ancêtre, si l'on peut s'exprimer ainsi, un modèle civile, à huit places, dont se servait Lord Rothermere pour ses voyages personnels et pour le transport de la malle. La vitesse maximum du "Bristol Bolingbroke Bomber" est de 295 milles à 15,000 pieds d'altitude.

La vitesse d'un avion ne peut être considérée sans l'altitude à laquelle elle a été obtenue.

A une grande hauteur, l'air est moins dense qu'au niveau de la mer, d'où deux constatations: l'avion devrait voler plus rapidement puisque l'air lui oppose moins de résistance; d'un autre côté, la force des moteurs est affaiblie par la diminution de l'oxygène; en d'autres termes, les moteurs sont plus lourds. On y remédie en introduisant dans les cylindres, au moyen d'un éventail à vitesse accélérée, un volume considérable d'air. Ainsi, les moteurs peuvent développer à peu près la même force qu'ils auraient au niveau de la mer. On fixe le degré d'aération des moteurs d'après la vitesse que l'on veut obtenir à une hauteur donnée.

Le résultat direct de cette vélocité accrue à de grandes altitudes, a été la construction de véritables navires aériens

The "Bristol Bolingbroke Bomber" design is one of the most versatile of our two-engine medium bombers, and although its bomb load is naturally not as great as that of the "Wellington" or "Whitley", its high speed and the fact that it is armed with a power-operated gun turret have made it a useful and formidable offensive machine.

It has also been developed into a two-engine fighter, particularly for escort and night fighting, and its general structural design is incorporated in later machines now coming into service, namely the "Beaufighter" and the "Beaufort". The fact that this machine, of such advanced design, was able to go into large scale production early in the rearmament period was due to the existence in 1935 of its outstanding ancestor, the famous "Britain First", which was developed from an eight-seater civil design to the requirements of the late Lord Rothermere for high-speed personal use and mail carrying.

The maximum speed of the "Bristol Bolingbroke" bomber is 295 miles at 15,000 ft. The speed of aircraft should always be studied in conjunction with the altitude at which the stated performance is obtained, because height has a great effect on the speed at which an aeroplane can fly. With increase in altitude the air becomes "thinner" or less dense than it is at sea level, and this brings about two results. Less resistance is offered to the movement of the aircraft which should, therefore, be able to fly faster, but at the same time the power of the engines is reduced due to the amount of oxygen in the air. Therefore, the engines are "supercharged", which consist in forcing a large volume of the "thin" air into the cylinders under pressure from a "fan" running at very high speed. This enables the engines to develop nearly the same power as they do at sea level, and the degree of supercharging is arranged to give the

qui voyageront régulièrement à une hauteur de 30,000 pieds, à peu près 6 milles. Leur carlingue sera hermétiquement close et supportera une pression d'air correspondant à celle d'une hauteur de 10,000 pieds soit la plus grande hauteur où l'on puisse voyager confortablement. Leurs moteurs seront toutefois équipés pour donner leur rendement maximum à 30,000 pieds.

Les silhouettes du "Bristol Bolingbroke" et du "Junkers 88-A1" allemand peuvent être aisément confondues à une grande hauteur. Les principales caractéristiques sont que le nez du "Bristol Bolingbroke" se prolonge en avant des moteurs plus loin que celui de la machine allemande. Les moteurs, eux-mêmes, sont plus gros et plus rapprochés des ailes. Les ailerons du "Bristol Bolingbroke" ont une forme elliptique tandis que ceux du "Junkers" sont plutôt de forme triangulaire.

Les moteurs du "Bristol Bolingbroke" sont des Bristol "Mercury" de 840 c.v. chacun. L'envergure est de 56 pieds, 4 pouces soit à peu près la même que celle du "Junkers" et sa longueur est de 43 pieds, soit trois pieds de moins que celle de l'appareil nazi, ce qui d'en bas, ne peut être remarqué.

maximum speed at the height at which the aeroplane is expected to operate.

A direct result of this higher speed at great altitudes is the construction of stratosphere liners which will be regularly flown at over 30,000 ft., that is about 6 miles. Their cabins are air-tight and are "supercharged" with air at a pressure corresponding to about 10,000 ft., the greatest height at which air travel is found to be comfortable. Of course, their engines are supercharged to give their best power at 30,000.

The silhouette outlines of the British "Bristol Bolingbroke" and the German "Junkers 88-A1" are somewhat similar, and could easily be confused at height. The main points of difference are these. The nose of the "long-nose" version of the "Bristol Bolingbroke" protrudes farther in front of the engines than that of the German Machine, and the engines themselves are fatter and do not project so far in front of the leading edges of the wings. The tail plane of the "Bristol Bolingbroke" has an elliptical trailing edge, whereas the plan-form of the "Junkers" is more triangular and tapers on both leading and trailing edges.

The engines of the "Bristol Bolingbroke" are two Bristol "Mercury" engines of 840 h.p. each. Her span is 56 ft. 4 ins., about the same as that of the "Junkers", and her length 43 ft. — 3 ft. shorter — a difference which would not be appreciated in the air.

## Ile-Maligne

### Mariage

Le 19 décembre, M. le curé Fredo Duchesne bénissait le mariage de M. Azarias Boivin, de St-Joseph-d'Alma, avec Mlle Marie-Paule Belley, fille de M. Joseph Belley, d'Ile-Maligne. Il y eut réception dans la salle de l'hôtel de ville au cours de la soirée.

Miss Ann McIver and Miss Irene Crump spent the holidays with their families in Gould, Que., and East Angus, Que., respectively.

Miss K. Hamilton of New Carlisle, Que., is visiting her brother, Mr. W. C. Hamilton.

Miss Kathleen Delaney spent the Christmas holidays with her family in Quebec.

Mr. Armand Plouffe visited his family in Quebec over Christmas.

Mr. B. A. Walker and family spent the holidays with relatives in Quebec.

Mr. Talbot Berry, a Gunner with the 94th Anti-Tank Battery, is on leave and home with his parents, Mr. and Mrs. Oscar Berry.

Mr. Omer Bernier, who is away on special duty, is visiting his family in Isle Maligne.

We are pleased to announce that the percentage of employees of the Saguenay Power Company, Alma & Jonquieres Railway Company, and Town of Isle Maligne who subscribed for the purchase of War Savings Certificates as of December 15th was 95.7%. The Campaign Committee expresses its thanks and appreciation for the generous response made by the employees.

The Isle Maligne Ski Club had its first ski run on December 15th. There was an excellent turnout and the skiers proceeded to "Sun Valley" where snow conditions were very good for such an early date. The customary lunch was served at the Clubhouse following the outing.

The pupils of the Isle Maligne Protestant School took part in a Christmas concert held on December 19th in the Isle Maligne townhall. Credit is due the teaching staff for the excellent program which was followed by the distribution of prizes for the year 1939-1940. A Christmas tree, well laden with gifts distributed by Santa Claus, was the youngsters' reward for their splendid performance.

Isle Maligne's younger set, many of whom are home for the holidays, were entertained by Mr. J. G. Scarlett at a dance held in the Townhall on Saturday, December 28th. In addition to recordings, music was supplied by Miss Jeannette Provost and Mr. Doré and the evening was very much enjoyed by all.

### ÉLECTION D'UN ÉCHEVIN

La présentation des candidats pour l'élection d'un échevin pour la Cité d'Arvida, aura lieu le 25 janvier 1941, de midi à deux heures, au bureau de la Cité.

La votation, si elle est nécessaire, aura lieu le 1er février 1941.

### ELECTION OF AN ALDERMAN

The nomination of candidates for the election of an alderman for the City of Arvida, will be held at the City Office, from noon until two o'clock, on 25th January 1941.

The voting, if same is necessary, will take place on 1st February 1941.

## Caisse de Retraite et d'Assurance-vie

UN avis officiel a été donné la semaine dernière, que la Caisse de Retraite et d'Assurance-vie avait été acceptée et qu'elle était effective à partir du 1er janvier 1941.

Afin de démontrer la popularité de cette caisse et de cette assurance, nous publions ci-après, un tableau donnant le pourcentage du nombre des employés qui en sont devenus membres dans les usines de l'Aluminum Company of Canada, Limited et dans les usines et compagnies qui lui sont associées ou en font partie.

Plusieurs de nos employés, membres de cette caisse ont déjà à leur crédit, grâce à leurs années de service passées, un revenu de retraite appréciable et ce ne sera pas long maintenant avant qu'ils reçoivent les fruits de leur dévouement envers la Compagnie.

Aux plus jeunes et à ceux qui ne sont pas encore éligibles à cette caisse, nous donnons le conseil de s'enregistrer aussitôt qu'ils le pourront. Si les jeunes pouvaient seulement se rendre compte du revenu beaucoup plus considérable, qu'ils se créeraient en s'enregistrant tout de suite, ils n'hésiteraient sûrement pas à le faire.

Les bénéfices qu'ils retireront seront d'autant plus grands que les sacrifices accomplis pour devenir membres de la caisse dès à présent, l'auront été.

Compagnies — Endroits Company — Location	Employés qualifiés Employees eligible	Signataires Employees signed signed to date	Pourcentage des employés qui ont signé Percentage of eligible signed to date
Aluminum Co. of Canada, Montreal	118	105	88.98%
Aluminum Co. of Canada, Arvida	1826	1397	76.50%
The R. & S. Rly Co., Arvida	72	72	100.00%
Saguenay Terminals Ltd., Arvida	22	22	100.00%
Aluminum Power Co., Racine	38	38	100.00%
Saguenay Power Co., Arvida	36	32	88.88%
Saguenay Power Co., Isle Maligne	96	95	98.95%
Saguenay Electric Co., Chicoutimi	53	51	96.22%
The A. & J. Ry. Co., Isle Maligne	26	26	100.00%
Aluminum Co. of Canada, Shawinigan Falls	605	233	38.51%
Aluminum Co. of Canada, Kingston	70	69	98.56%
Aluminum Co. of Canada, Toronto (Works and Sales)	462	437	94.58%
Aluminum Goods, Limited, Toronto	105	99	94.28%
<b>TOTALS</b>	<b>3,529</b>	<b>2676</b>	<b>75.82%</b>

11 janvier 1941

11th January 1941.

## The Retirement Income and Assurance Plan

OFFICIAL announcement was made last week that the Plan had been accepted and became effective, 1st January 1941.

In order that our employees may see how popular that Plan really is, we publish, herewith below, a tabulation showing the percentages of "signed employees" in all the plants and companies associated with or forming part of the Aluminum Company of Canada, Limited.

Many of our employees who joined the plan have already to their credit an appreciable retirement income derived from past services and it will not be long before they will be in a position to enjoy the "fruits of their faithful service" with the company.

To the younger men and to those who are not yet eligible for the Plan, we urge them to join as soon as qualified. If the younger employees would only realize that they can earn a much larger income at retirement by joining now, they would never hesitate to sign the Plan immediately. The benefits to be derived at Retirement will more than recompense for the sacrifices made today to be a member.

## Tele Marks

THE Arvida Ski Club officially opened its season on Saturday 11th January, when a skiing class was held over on Flamand's Hills. The temperature was an ideal one for skiing and over twenty pupils followed the instructions ably given by Mr. E. Zinneger, Honorary President of the Arvida Ski Club. Mr. Zinneger explained the rudiments of climbing, stemming and stem turns. The ski school is an innovation this year and judging by the enthusiastic response at the first class, it should be very popular with the members. The classes will be held every Saturday afternoon, on Flamand's Hills, from 2.00 to 4.00 p.m., with individual instructions and attention being given to slower pupils from 4.00 to 5.00 p.m. The ski school is under the direction of Messrs. E. Zinneger and Georges Moore. The programme has been prepared to cover most of the intricacies of skiing in ten

lessons. They feel confident that any beginner following these instructions regularly will be able to give better than an average performance after completion of the course. Therefore, we urge every member, young and old, to avail himself of this opportunity to better his skiing technique.

On Sunday, 12th January, a ski run was successfully held over a pleasant and varied course. Over thirty members participated and helped make the afternoon one of healthful exercise and jovial "camaraderie".

The Ski Club will hold an invitation Zone Meet on Saturday, 26th January. The meet will consist of at least a Downhill and probably a Slalom run. The Downhill will be held at 11.00 a.m.

A large number of entries from the different clubs of the region is expected and it is hoped that all members will participate and cooperate to help make the meet a huge success.

## Vues animées

### Au profit de la maîtrise

Des vues animées seront données mercredi, le 22 courant dans la salle du couvent Sainte-Thérèse, à 8 h. p.m., au profit de la petite maîtrise.

"La Pocharde", tel est le titre du film qui passera sur l'écran. Nous sommes assurés d'avance de l'intérêt que le public prendra au spectacle. Qu'il nous suffise, avant de lui fournir l'occasion d'y prendre part, de transcrire l'appréciation que nous donne de "La Pocharde" la Compagnie France-Film:

"Voici un mélo poignant comme en aime le public populaire. Une femme, mère de trois enfants, Charlotte Lamarche, dite la "Pocharde", est accusée d'avoir empoisonné son petit garçon. Condamnée à mort, elle voit sa peine commuée en détention. Après 10 ans de prison, elle retrouvera ses deux filles meurtries. Les filles de "La Pocharde" ont été raillées partout, et pour échapper à ces avanies elles se sont enfuies de leur pensionnat. L'une d'elles a connu le destin le plus douloureux; elle a échoué dans un milieu infâme. Néanmoins, la famille se reconstituera dans la joie.

Nous espérons que le public saura encourager vivement nos petits chantres en faisant salle comble le 22. Le prix d'admission est de 25 sous pour les adultes et de 10 sous pour les enfants.

## "Movies"

In St. Theresa's Hall—Jan. 22nd 1941—8 p. m.

### "THE SOT"

SYNOPSIS: This is a captivating melodrama such as meets the favor of the general public. A woman, mother of three children, Charlotte Lamarche, nicknamed "The Sot" is accused of having poisoned her little boy. Condemned to death, her sentence was commuted to life imprisonment. After ten year's captivity, she receives her two daughters, both defamed: they had been the victims of raillery and to escape it, they had fled from their boarding school. One of them had met with much affliction: she had fallen into an infamous surrounding. However the family end by meeting again in joy.

Admission fee: Adults: \$0.25.

## Air Cadet League of Canada

### Arvida Flight

CANADA'S Flyers of tomorrow, the ambitious, airminded youngster who comprise the Air Cadet League of Canada, will soon be stepping out in the smartly tailored uniforms of Air Force Blue. In line with Air Force Uniforms, Officers will wear tunics with open necks, calling for collars and ties, while Cadets will have a closed tunic. Wedge Caps will be equipment for both Officers and Cadets. The Air Cadet League is now operating in many centers across the Dominion, the Arvida Flight is looked upon as one of the most energetic groups within this huge organization.

## Chronique Écolière — Scholastic News

### Arvida Intermediate School

The annual School Concert was held in the Assembly Hall on Thursday Dec. 19th. The Rev. Mr. Booth acted as chairman.

Upon the conclusion of a very interesting and varied programme presented by the pupils, the Principal presented the report for the Scholastic Year 1939-40. In presenting this report Mr. Calder stated that the enrollment in June of 1940, was 139. The present enrollment is 144. However since the number of children leaving the district amounted to 13, this really meant an increase of 18 pupils over last year. With the addition of an extra teacher, Mr. White had been allowed to devote his entire time to French, Science, and Music, and is doing excellent work. Mr. Calder also appealed to the parents for their cooperation in seeing that extra curricular activities did not interfere with the class home work of the pupils.

In bringing the greetings of the School Board Mr. Finney invited the audience to accompany him on an imaginary tour of the school as he pointed out new equipment, new arrangements of classes and new methods of teaching. He complimented the teachers on their good work and expressed great pleasure in seeing Miss Palais back on the Staff again and enjoying excellent health once more.

Mr. Calder then called on Mr. Wyber, Chairman of the Board of Trustees to present the prizes which were awarded as follows:

GRADE ONE: 1st Prize: Rodney Booth; 2nd Prize: Joey White; Progress: Harry Williams.

GRADE TWO: 1st.: Martha Hurley; 2nd.: Annie Hryshko; Progress: Donnie Snow.

GRADE THREE: 1st.: Elizabeth Radley, John Walton; 2nd.: Anne Carey.

GRADE FOUR: 1st.: Norman Ross, Margaret Saunders; 2nd.: Eila Wirtanen, Mike Stefano.

GRADE FIVE: 1st.: Mary McLellan; 2nd.: Margaret Hurley.

GRADE SIX: 1st.: Dennis Monaghan; 2nd.: Marjorie Black.

GRADE SEVEN: 1st.: Shiela Radley; 2nd.: Audrey Hurley.

GRADE EIGHT: 1st.: Madeline Hurley; 2nd.: Joe Solobada, Dan Aspinall.

GRADE NINE: 1st.: Gordon Saunders, Margaret Will; 2nd.: Patsy Snow.

GRADE TEN: 1st.: Janet Maynarich.

#### Domestic Science Prizes

SENIOR GIRLS: 1st.: Patsy Snow, Colleen McLeod.

JUNIOR GIRLS: Louise Gilbert.

#### Manual Training Prizes

SENIOR BOYS CLASS: 1st.: Gordon Saunders; 2nd.: Donald Ward, Dan Aspinall.

JUNIOR BOYS CLASS 1: 1st.: A. Wirtanen; 2nd.: Wendel Gale. — CLASS 2: 1st.: Persy McLellan; 2nd.: Ray Finney.

Mr. Calder wishes to call attention to an error in the awarding of prizes. In Grade One, 2nd. prize was awarded to Peter Hryshko and should have been awarded to Joey White. Mr. Calder regrets very much that this mistake occurred.