

Editorial

THE MEANING OF DEW

A new meaning has been given to an old word by recent events and for an unpredictable number of years, it appears that this new meaning will take precedence over the old one. The word is, of course, "Dew." It is at this time foremost in the thoughts of everybody in Canada's Aviation Industry. Just mention the word "Dew," and it is immediately understood that the reference is to the "Distant Early Warning Line," now being built far to the north.

The full significance of the Dew Line is not yet altogether clear, nor is it possible to foresee accurately just how far-reaching its effects will be. Naturally, the basic purpose of the Line is purely a military one. In fact, to its sponsors, this is its only justification. Yet, though on the surface it is simply a new defence installation, underneath it is something much more than that.

Helpful Boost: It is now quite evident, for instance, that the Dew Line will provide a much-needed shot in the arm for Canadian charter air carriers. According to AITA President T. P. Fox, 14 of the 18 Class A carriers are participating in this project. About 50 heavy freight aircraft are in use, most of them C-46's or Avro Yorks. Practically all of these were brought into the country by Canadian operators just for the Dew Line and while a very large number will be resold abroad after the bulk of the flying in connection with the construction phase of the Line is completed, a number will likely be kept. Thus, a side effect of the Dew Line will be to increase the size of the Canadian commercial heavy air freighter fleet, which up to now has been pitifully small.

Another more important effect of this giant undertaking (which reputedly is costing \$300,000,-000), though it will not be so immediately apparent, is the great contribution that it will make to the opening up of the North. Some progress has been made in this work since the end of World War II but when the results of the last 30 years of Northern development are assessed, it becomes evident that this progress has been painfully slow.

Banish Fear: We think that the Dew Line—and to a lesser degree, the Mid-Canada Line—will accelerate Northern development to a pace hitherto unknown. One of the main obstacles to this development in the past has been, basically, fear. People are afraid of the North because it has been painted to them as a vast Arctic desert. They fear its cold to some degree, but most of all, they fear its loneliness, real or imagined.

One of the first steps in building up new civilizations is to develop a system of communication. When people know that they can communicate with each other at any time, their loneliness vanishes and with it, their fear. Thus, the Dew Line—with the vast system of communications that it will require—is more than a part of North America's air defences against a potential enemy. It is in itself the beginning of a weapon which will destroy the North's old bogey of fear. Unintentionally, no doubt, it could lead to the rapid development and settlement of Canada's far northland. And should such a thing happen, it needs no seer to predict what it will mean to Canada's Commercial Aviation Industry.

THE SECOND THOUSAND

During recent weeks, Orenda Engines Ltd. announced that it had delivered its 2,000th Orenda. Not much fanfare was made of this achievement, but it should be noted that it is just about a year ago, February 18, 1954, to be exact, that the first thousand engines were completed . . . all this from a production facility that did not even come into use until mid-1952, and did not exist prior to the Spring of 1951. Although it is generally regarded that the first thousand engines, like the first million dollars, is the hardest, Orenda Engines feels that there is wider significance to the second thousand for during this time the two-stage turbine Orenda was introduced while production of the earlier version was proceeding. At the same time, a major modification program was carried out on completed engines. Finally, a blade shop was established to undertake work previously done under sub-contact. Little wonder that Orenda Engines is proud of hitting its second thousand just a year after completing the first.