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— Sabato 22 marzo nel maneggio del Parco Ciani si è svolta la cerimonia della consegna della nuova *motopompa* dall'autorità cantonale a quella comunale ed al Corpo dei civili pompieri.

CAMPO V.M. — Il Consiglio federale ha assegnato un sussidio del 30% del preventivo al C. Ticino per la costruzione dell'acquedotto agricolo di Piano.

LOCARNO — Il prof. *Guido Calgari*, direttore della Scuola magistrale cantonale, è stato nominato professore ordinario di lingua e letteratura italiana al Politecnico federale di Zurigo, in sostituzione del dimissionario Giuseppe Zoppi.

DECESSI — Faceva ritorno alla sua terra natale di Bedretto il 20 marzo l'albergatore *Gustavo Forni*, spirato dopo lunga malattia in età di 70 anni. L'Estinto aveva pure avuto un periodo di permanenza a Londra circa 40 anni fa.

— Devoto omaggio veniva pure tributato alla salma della maestra *Ortensia Martinoli* fu cons. Sebastino di Dongio, spirata a Castel S. Pietro e già docente alle scuole maggiori di Claro e di Cabbio.

SPORT — Il campione nazionale Ferdi Kübler ha vinto per la 3.a volta consecutiva il *Giro del Ticino* svoltosi domenica, 23 marzo.

— Ambedue le gare per semi-finali della Coppa Svizzera di calcio sono state vinte dalle squadre in trasferta; il Grasshoppers batteva il Basilea 2—0, ed il Lugano sbaragliava per 6—1 a Ginevra la squadra dell'International di divisione inferiore. L'unica squadra ticinese che abbia vinto finora l'ambito trofeo s'incontrerà pertanto in finale il lunedì di Pasqua a Berna con la vecchia rivale delle Cavallette.

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SWISSAIR BIDS FAREWELL TO TWO FAITHFUL VETERANS.

On the 31st March, Swissair had said Farewell to two faithful veterans: the two DC-2's HB-ITE and HB-ITO, which have been sold to a South African Company.

Both have valiantly helped in their "young days", to strengthen the good name and high esteem of Swissair, who, in the 'thirties, was one of the first European Airlines to make use of this type of aircraft.

Swissair purchased both Machines and two of the same construction in the Winter of 1934/5, as new units for its international services. This acquisition opened a new Era in the development of the concern.

Being in possession of these modern machines of that day, Swissair decided on a new pioneering venture: the white cross on the red field was carried across the sea for the first time, as a scheduled service, on the opening of the direct service Zürich-Basle-London. This was, in more ways than one, a hazardous enterprise: first of all, a round flight of 700 kilometres without an interim landing, and then the by-passing of the important traffic centre, Paris. However, success proved Swissair right. Already the inaugural flight to London resulted in a full aircraft and good bookings were maintained.

The 14-seater DC-2's were the first fast aircraft, which could transport an economical number of passengers over distances from between 800 and 1,000 km. They have proved their worth, not only in long distance flying but also later, by initiating hundreds of air enthusiasts, guiding them over the Lake of Zürich, the Alps, and the Lake of Geneva.

Only six DC-2's remain in the whole world, namely the HB-ITE and the HB-ITO, two in Finland, and one each in Guatemala and the U.S.A.

The HB-ITO has completed 6,890 flying hours, and the HB-ITE 7,238. When we consider that the DC-6B, HB-IBA which only began flying in August 1951, will have completed 4,000 flying hours by the end of this year, we can get an idea by comparison of the tremendous and speedy development in civil aviation.

The HB-ITO and HB-ITE, whose registration marks have already been altered, are transferring under their own power to South Africa, where they will no doubt be of good service to their owner for a long time to come.

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