


Indian Affairs
School Files

(RG 10, Volume 6208)

File 468-5, part 10	Caradoc Agency - Mount Elgin Residential School - Building Maintenance - Supplies - Accounts - General Administration - School Establishment. 1945 - 1947.
File 468-5, part 10A	Caradoc Agency - Mount Elgin Industrial School - Application Construction Inspector. 1912 - 1915.
File 468-5, part 10B	Caradoc Agency - Mount Elgin Industrial School - Insurance. 1896 - 1935.
File 468-5, part 11	Caradoc Agency - Mount Elgin Day School - School Establishment - Building maintenance - Supplies - Accounts - General Administration. 1946 - 1947.
 File 468-5, part 12	Caradoc Agency - Mount Elgin Day School - School Establishment - General Administration - Building Maintenance - Supplies - Accounts. 1946 - 1947.
File 468-5, part 13	Caradoc Agency - Mount Elgin Day School - School Establishment - General Administration - Building Maintenance - Supplies - Accounts - Photos - Plans. 1947 - 1948.
File 468-5, part 14	Caradoc Agency - Mount Elgin Day School - School Establishment - General Administration - Building Maintenance - Supplies - Accounts - Photo - Plans. 1947 - 1949.
File 468-5, part 15	Caradoc Agency - Mount Elgin Day School - General Administration - Building Maintenance - Supplies - Accounts. 1949.

WAR ASSETS CORPORATION

303 RICHMOND BLDG.
LONDON, ONTARIO.

2-9-5
EXD.

WHEN REPLYING
PLEASE REFER TO FILE

May 21, 1947.

Mr. Bernard F. Neary,
Superintendent of Welfare & Training,
Indian Affairs Branch,
Ottawa, Ontario.

School Bus required
for Caradoc Indian Agency

Dear Sir:

Your letter of May 16th, addressed to our Montreal Office, has been forwarded to this branch for our attention.

We regret to advise you, that at the present time, we have no vehicles of this type available.

Should a vehicle of this type be declared surplus, we will be very glad to advise you immediately.

Thanking you for your inquiry, I remain,

Yours truly,

L.W.B./cm



L.W. Burton
L.W. Burton,
London Office,
War Assets Corporation.

RED SAFETY SCHOOL BUS



This publication is dedicated to the safe, economical, and comfortable transportation of America's School Children

VOLUME 1

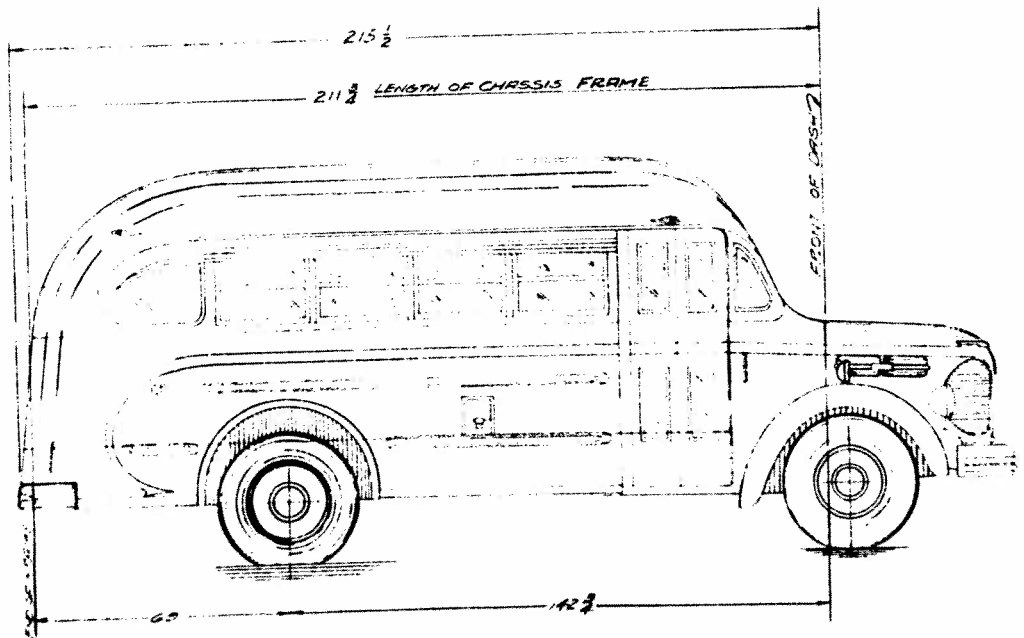
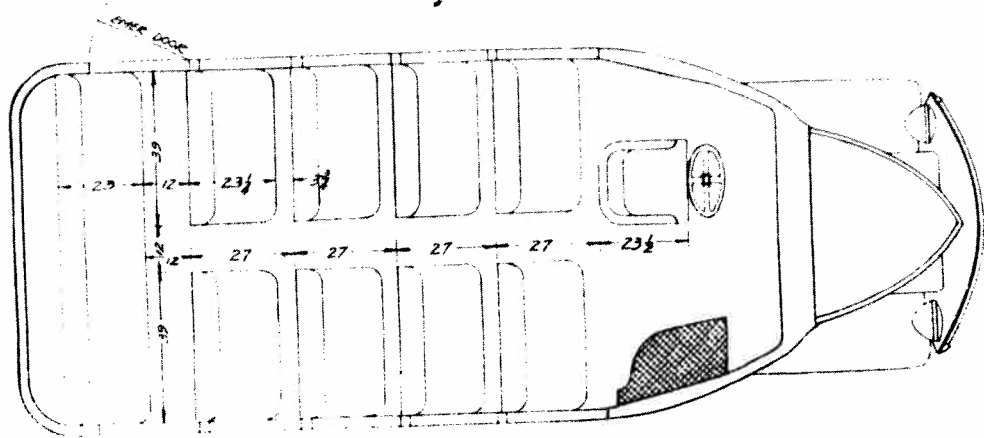
February - - 1947

NUMBER 1

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PUBLIC ARCHIVES

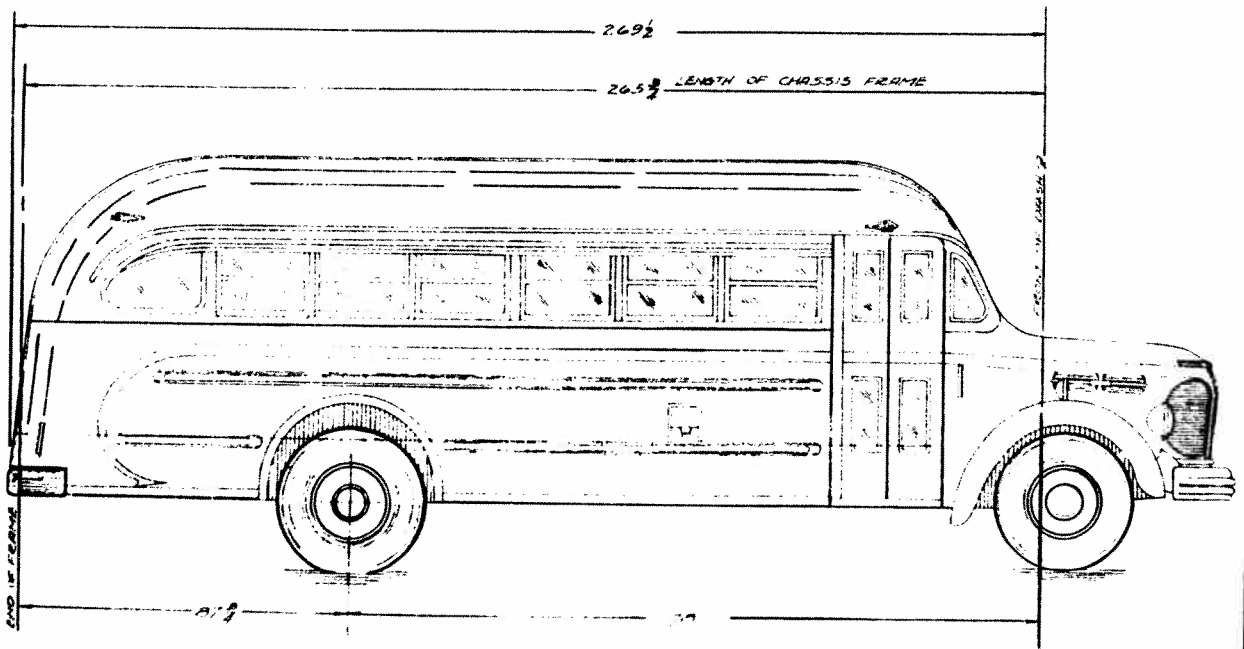
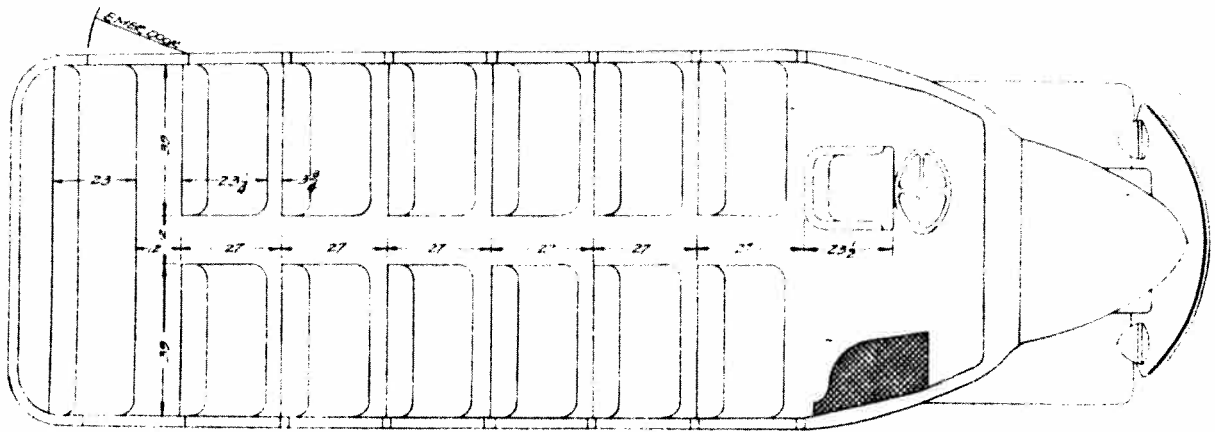
DIAGRAMS SHOWING



MODEL 119-31 31 Passenger

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SEATING ARRANGEMENT



MODEL 119-43 43 Passenger



Above—Reo's exclusive front end design lends a pleasing touch to the overall appearance of the Safety-Bus, at the same time presents a design which makes it readily recognizable as a school bus by oncoming traffic.

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ADDRESS REPLY TO
PURCHASING DIVISION

WMV/HC



CANADA
DEPARTMENT
OF
MINES AND RESOURCES
GENERAL ADMINISTRATIVE OFFICES

PLEASE QUOTE
73170-15-11

OTTAWA July 24, 1947.

Indian Affairs Branch:

Re Busses for Eskasoni and Mount Elgin Indian
Day Schools.

We note from your memorandum of the 22nd instant, file 7-9-5 (W.T.1) and accompanying communication from Indian Agent Down that the busses offered by the London Street Railway Company are not satisfactory. I would appreciate your further advice as to whether or not you wish us to make additional inquiries from other prospective sources of supply, or to consider the two requisitions as cancelled.

W. M. VINCENT

Departmental Purchasing Agent.

7-9-5 (WT.).

D.

Ottawa, November 14, 1947.

Memorandum:

DEPARTMENTAL PURCHASING AGENT.

School Buses for Caradoc and Eskasoni
Indian Day Schools.

Reference your 73169-15-11
73170-15-11 of October 28th.

The answers to the questions raised by the Government Motor Vehicle Committee, concerning the purchase of these two buses are as follows:

- (1) Q. How many buses does the Department expect to purchase for the purpose of transporting Indian children to and from school?
 - A. This will depend upon the recommendations of the Parliamentary Committee into the Indian Act. At the present time indications are that they will favour the operation of day schools over residential schools. If this is the case then it will become the gradual policy of the Department to reduce the number of residential schools and to operate day schools in their places. These consolidated day schools will require buses to carry the children daily to school.

- (2) Q. Where will they be located?
 - A. At the present time there are only four centres at which we feel these will be required. These are, Caradoc, Ontario, Eskasoni, Nova Scotia, Wkwemikong, Ontario and Six Nations, Ontario. At the first two places buses are definitely required at the present time. It is not anticipated that our building plans will have proceeded

far enough at the other two Reserves to necessitate the purchase of buses until next year.

- (3) Q. Approximately how many children will be carried at each centre?
- A. At Caradoc there are fifty children and at Eskasoni there are seventy children. At Six Nations and at Wikwemikong, the progress made in our building plans will decide the number who will have to be transported.
- (4) Q. How many round trips per day per vehicle?
- A. At Caradoc there will be two round trips per day as long as the old bus continues to function. In bad weather when we are unable to use the old bus, the new bus will have to do four round trips per day (See attached map).
- At Eskasoni there will be two round trips per day.
- (5) Q. What is the minimum and maximum distances from homes to schools at each centre?
- A. Our policy in this regard is to follow the regulations usually followed by Provincial Departments of Education. This is to the effect that children under ten years of age can be expected to walk up to two miles to school and that children over ten years of age can be expected to walk up to three miles.
- The maps attached hereto will show clearly the long distances involved in these two places.
- (6) Q. How do the children get to school presently at each centre?
- A. At Caradoc the residential school was closed on the understanding that a day school would be opened and that transportation for these children would be provided as prescribed in the Indian Act. We are unable to get tenders for the provision of a new bus, therefore, we obtained a former army ambulance. We are using this to do one circuit on the Caradoc Reserve and are using an open farm truck on the smaller circuit.

It is our intention to use the new bus on the larger circuit and to use the ambulance bus on the smaller circuit. At the present time we are running grave risks and are endangering the health and safety of these children by transporting them in an open farm truck.

The school block at the former residential school is one hundred years old and has been condemned but we have a new four room school now being rushed to completion. The school population on this Reserve has grown to such an extent that at the present time we are conducting classes in a church basement and in an agricultural hall as well as in the other school buildings previously provided. We can, undoubtedly, fill this new bus to capacity and within a short time have many standees. This new school will also operate as a consolidated high school.

At Eskasoni, the Indian Affairs Branch has been carrying out a large consolidation scheme by moving Indians from isolated Reserves of Nova Scotia to a centralized Reserve ideally located at Eskasoni. We have just completed a four room day school and have hired a staff of fully qualified teachers. The enrolment at this school is, at the present time one hundred and twenty and of these some sixty require transportation, (See attached map). We are using our farm truck to transport daily these sixty children back and forth to the school. This truck is an open panel model and we have stationed our Indian policemen on it daily to protect those carried. Here again, we are seriously endangering the health and safety of these children, until we provide them with a closed in vehicle as required by the school laws of every one of the nine provinces.

(7) Q. Under what authority is transportation by Government vehicles provided?

A. Section 9 (3) of the Indian Act reads as follows: "The Superintendent General (Minister) may provide for the transporting of Indian children to and from a boarding or industrial school to which they are assigned..."

Could we please have returned the Caradoc map attached hereto, as this is an official document required by the Indian Agent concerned.

Encl:
BPH/EM.


Director.