

CANALS BUSY. Volume of freight cleared through the 11 Canadian canals during the 1956 season of navigation amounted to 40,015,625 tons, a new record for recent years and an advance of 5,141,427 tons or 14.7 per cent over the 1955 total of 34,874,198 tons, the Dominion Bureau of Statistics reports. The Sault Ste. Marie, Welland ship, St. Lawrence and four of the smaller canals reported an increase in freight traffic.

Although the volume of freight through the Canadian lock of the Sault Ste. Marie canals rose to 2,988,438 tons during the 1956 season of navigation from 2,201,075 in 1955, the total shipped through the combined Canada-United States system declined to 109,097,606 tons from 114,553,735 a year earlier, a decrease of 4.8 per cent. This drop of tonnage was due to the strike in the United States steel industry which reduced eastbound shipments of ore through the American locks to 78,702,824 tons from 89,209,421.

Freight carried through the Welland Ship canal amounted to 23,066,261 tons as compared with 20,893,572 in 1955, an increase of 10.4 per cent. Commodities contributing to the advance included wheat, barley, rye, bituminous coal, iron ore, crude petroleum and fuel oil.

Total shipped through the St. Lawrence system during 1956 increased 17.9 per cent to 13,499,698 tons from 11,446,620 in the preceding year. Commodities which contributed to the increase included wheat, corn, barley, bituminous coal, iron ore, crude petroleum and pulpwood.

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RCAF IN UNEF. The RCAF component of the United Nations Emergency Force in the Middle East for transport, reconnaissance and communications operations will consist of four C-119 "Flying Boxcars", four Otter and two Dakota aircraft and between 250 and 300 personnel, it is announced by Air Force Headquarters.

Four single-engine Otter aircraft, used for light transport and search and rescue duties in Canada, were despatched on HMCS Magnificent for the Middle East late in December. On reaching Port Said, the Otters were flown off the aircraft-carrier to Abu Suweir in Egypt.

Initially, the Otters will operate from Abu Suweir air base, primarily on reconnaissance and short range communications flights between UNEF units. The aircraft will later move to another base at El Arish, near the Gaza Strip.

In preparation for the setting up of the new RCAF UNEF Communications Flight at Abu Suweir, approximately 35 specialized personnel to man the unit and fly the Otters and Dakotas, have been flown from Canada by a 426 Transport Squadron North Star to Capodichino, the UNEF staging base at Naples, Italy.

Since last November, the RCAF's No. 435 Transport Squadron from Namao, Alta., has been

operating a large-scale airlift of UN troops and equipment between Capodichino and Abu Suweir. The C-119s, needed to airlift the urgently required troops and supplies to Egypt, now are being reduced in number as the emphasis is placed on communications rather than troop deployment.

Five of the 12 Flying Boxcars engaged in this transport work have returned to Canada. Three of the remaining seven aircraft will return on completion of the major portion of the airlift, and the other four C-119s will remain at Capodichino to continue the transportation of priority supplies and troops between Naples and Abu Suweir.

Of the approximately 300 RCAF personnel now based at Capodichino with 435 Squadron, about 50 will join the specialized group from Canada in Egypt to service and maintain the Otters and Dakotas there. About 200 personnel will remain at the staging base to service and fly the C-119s and approximately 60 will return to Canada with the return flights of the three C-119s later in January. Roughly one-fifth of the personnel components at both Abu Suweir and Capodichino will be officers, and the remainder will be senior NCOs and airmen.

With the return of the Flying Boxcars, No. 435 Transport Squadron will return to Namao, Alta.

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FEWER VEHICLES. Number of foreign vehicles entering Canada on travellers' vehicle permits declined 1.6 per cent in 1956 to 2,484,444 units from 2,524,993, according to the Dominion Bureau of Statistics. Entries in December rose 6.2 per cent to a record high for the month of 78,401 units from 73,792 a year earlier and were 1.4 per cent higher than 1953's previous December peak of 77,285.

The ferry service between Bar Harbour, Maine and Yarmouth, Nova Scotia, has contributed to a substantial increase in the number of vehicles being transported direct by vessel from the United States to Nova Scotia. Entries into Nova Scotia and Newfoundland by ship rose in 1956 to 12,052, from 856 in 1955.

Entries into Quebec rose to 417,826 in 1956 from 405,784 in the preceding year, Saskatchewan to 20,984 from 18,910, Alberta to 47,916 from 45,745, and Yukon Territory to 9,191 from 7,756. At the same time, entries into New Brunswick declined to 162,646 from 165,808, Ontario to 1,485,360 from 1,549,942, Manitoba to 45,543 from 46,723, and British Columbia to 282,926 from 283,469.

Entries in December were greater for all areas except British Columbia and were as follows: Newfoundland and Nova Scotia (by ship), 187 (73 a year earlier); New Brunswick, 6,175 (5,507); Quebec, 17,142 (14,737); Ontario, 40,336 (38,996); Manitoba, 1,894 (1,272); Saskatchewan, 692 (348); Alberta, 934 (687); British Columbia, 10,572 (11,729); and Yukon Territory, 469 (443).