

tion. It is true, of course, that the United States is paying for the construction and initial operation of the DEW line, just as Canada is paying for the Mid-Canada line. Nevertheless, Canadians have participated extensively in the construction of the DEW line, as many of your members know, and will participate increasingly in its operation. For example, in the Canadian sector of the line the main construction contracts were awarded to two Canadian firms employing Canadian labour. Great numbers of sub-contracts have gone to Canadian firms for materials, goods and services of all kinds, and Canadian air carriers have taken on the main burden of the air transport to the DEW line. Most of the people operating it will be civilians, and in the Canadian section these will be mainly Canadians, as you may have noted from recent indications in the press.

"For some two years now, month after month, I have read the progress reports on the building of the Mid-Canada line. These reports have charts attached setting out spaces for all the many things to be done. Month by month the blacked-in areas of completion moved across these charts until now the great majority of sites are well on the way to completion. The myriads of problems have been overcome.

"And as we move rapidly towards the completion of the Mid-Canada project--as all the phased programmes mesh together--as the electronic and other equipment goes into the line, as civilian and military personnel are being trained to man the line, as supplies to maintain the line are being brought onto the sites a whole new organization is coming into being, which will strengthen Canada's own defence programme and make an important contribution to the air defence effort of North America and hence of NATO itself.

VISIBLE SYMBOL

"Success stories like the Mid-Canada line are a visible symbol of what Canadians, working together, can achieve. Such projects challenge us all to meet with similar imagination, courage and energy many other major projects yet to be carried out in our country--not to prevent war--but to make this a more prosperous and productive land.

"As a result of the establishment of the Mid-Canada sites along the 55th parallel, Canadians are moving significantly closer to living and working in parts of this great resourceful land that until now have been little known and little explored. And civil air carriers are likewise becoming familiar with a vast new area of operations.

"In conclusion, Mr. Chairman, may I express the deep thanks of the Department of National Defence for the constant co-operation of your Association which has been so helpful to the Department. You made kind reference in your report to the team work between the members of your Association and the Defence Department.

The measure of that collaboration in all stages of aircraft production and use--planning, design, construction and maintenance--is clearly visible in the end product--the air power of which we are so proud.

"Your assistance in the NATO aircrew training programme and refresher courses is equally appreciated, as is the helpful work of your industrial council and your search and rescue committee. I cannot say enough about the importance of your help to the R.C.A.F. through your technical committee and your transport council. This particularly applies to the success of the Mid-Canada airlift.

"Your contribution to this national effort could only come from a truly representative national organization."

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SALARIES HIGHER: A moderate increase in average office salaries in manufacturing during 1955 has been reported in a study covering the four cities of Montreal, Toronto, Winnipeg and Vancouver. Increases in average office salaries were mostly within the range of one to four dollars per week. Approximately 6,700 manufacturing establishments with about 200,000 office employees were covered by the survey.

According to results of the survey average salaries for most office occupations in 1955 varied only slightly as between Montreal, Toronto and Vancouver, but were substantially lower in Winnipeg. Highest average salaries among male occupations were for senior clerks and senior bookkeepers; among female occupations, for private secretaries, senior clerks and senior bookkeepers. Among female occupations junior typists, filing clerks and junior clerks have the lowest averages in the four cities.

An indication of the upward salary trend in 1955 may be obtained by comparing average weekly salaries for male office clerks, the largest occupational class, in the four cities covered by the survey. The average rates for 1954 and 1955 were as follows:

Average Weekly Salaries - Male Office Clerks

	<u>Montreal</u>		<u>Toronto</u>	
	<u>1954</u>	<u>1955</u>	<u>1954</u>	<u>1955</u>
Senior	\$71.92	\$75.40	\$71.15	\$76.19
Intermediate	58.17	60.15	56.78	57.85
Junior	38.90	40.07	43.01	43.56

	<u>Winnipeg</u>		<u>Vancouver</u>	
	<u>1954</u>	<u>1955</u>	<u>1954</u>	<u>1955</u>
Senior	\$68.83	\$70.53	\$75.53	\$76.63
Intermediate	53.19	52.88	58.34	60.74
Junior	36.62	38.83	38.56	42.89