

(C. W. B. April 23, 1948)

makes a tour of the west early in May.

At a Joint Air School he will inspect a guard of honor, watch a demonstration of parachute jumping and witness a fly past by 417 Squadron, RCAF. He will also inspect a guard of honor at Shilo and, accompanied by Lady Alexander, will tour the military community.

INSTRUCTING NURSES: At Camp Borden, Ont., the Army is teaching 11 Army nursing sisters how to handle military personnel. From military hospitals across Canada, the nursing sisters are taking a course at the Royal Canadian Army Medical Corps School on the technique of instruction. The course is designed to further their ability to teach other ranks of the army working with them in Service hospitals.

FLASHBACK: Three years ago, on 22 April 1945, the Canadian public thrilled to the announcement that the 1st Canadian Corps had moved from Italy and was then fighting in Holland. The move, shrouded in secrecy and known officially as "Operation Goldflake", had taken weeks to complete. Commencing late in February, the Corps, complete with vehicles, equipment and personnel landed at Marseilles in southern France and trekked north almost completely under its own power. For the first time in The Second World War the Canadian Army was fighting as a whole on one front . . .

FOR VALOR: Thirty years ago next week, on April 27-28, 1918, Lt. George Burdon McKean was awarded the Victoria Cross for valor in action while serving with the 14th Battalion, Canadian Expeditionary Force in France.

TRAINING PERIODS: Authorized training periods for the Canadian Army Reserve Force for the financial year 1948-49 were announced by Army Headquarters in Ottawa Wednesday.

The training period for all Reserve Force units has been set at a maximum of 30 days and an additional 15 days may be authorized for training of officers, non-commissioned officers, tradesmen and specialists. Of the authorized unit training period, a maximum of 10 days may be allotted to annual camps and week-end exercises.

Additional time is also authorized for Reserve Force personnel to attend Active Force schools of instruction, attendance or participation in training demonstrations and exercises, and attendance or instructing at courses conducted at local headquarters.

Members of the C.O.T.C. may train for 10 days at their universities and an additional 10 days may be allotted contingent officers with the approval of General Officers commanding the five army commands across the country. This is, of course, in addition to the 16 weeks to be spent by all C.O.T.C. cadets at Active Force schools and training centres during the summer months.

Officers of the Cadet Services of Canada are authorized to train for a period of not more than 30 days and, in addition, 10 days are authorized for annual cadet camps and 30 days for full-time courses of instruction.

PRINCE'S THANKS: Before leaving Canada, on his return trip to Belgium, His Royal Highness the Prince Regent sent to the Prime Minister by telegram an exceedingly kind message conveying his thanks for the cordial reception extended to him by the citizens of the Capital, and expressing his gratitude to the members of the government and others who had made his stay so agreeable.

In his message, Prince Charles says:

"Our meetings have strengthened still further a friendship to which I attach great value. I hope that the hours which I passed in your country will bind ever closer the ties which exist between Canada and Belgium. I extend my most sincere wishes for the prosperity of Canada."

U.K. VISITORS: Lieutenant-General Sir G. Ivor Thomas, KBE, CB, DSO, MC, General Officer Commanding in Chief Anti-Aircraft Command in the United Kingdom, will visit Canada this month and will be in Ottawa from April 25 to 27, it was announced. Accompanying him will be Brigadier G. S. Thompson, DSO, MBE, who is Brigadier, General Staff, in his Command headquarters.

Lt.-Gen. Sir Ivor Thomas was commissioned in the Royal Artillery in 1912, served throughout the first Great War, was wounded, mentioned in despatches and awarded the DSO, the Military Cross and Bar. He held the rank of colonel at the outbreak of war in 1939 and was appointed Director of Recruiting and Organization at the War Office, but from September 1940 he was CRA (Commander Royal Artillery) Home Forces, and then was given command of a Division.

In the Northwest Europe campaign he commanded the 43rd (Wessex) Division which for a time was part of the First Canadian Army under Gen. H.D.G. Crerar, and early in 1946 he took over command of the 1st Corps Area of the British Occupation Zone in Germany.

For his services in World War (II) he was three times mentioned in despatches, awarded the CB, and later created a KBE (Knight of the Order of the British Empire). He recently assumed the Anti-Aircraft Command in the United Kingdom.

SEEKS 100,000,000 YARDS OF COTTON: George R. Poley of the Foreign Trade Service, Department of Trade and Commerce, will sail for England early in May to assist in the procurement of additional supplies of cotton textiles required by Canadian industry. Rt. Hon. C.D. Howe, Minister of Trade and Commerce, has announced. Canada is anxious to buy 100,000,000

yards of cotton from the United Kingdom, and during the next few months Mr. Poley will follow up enquiries from Canada directly with the Manchester cotton industry. In his liaison duties between the British producers and the Canadian cotton industry, Mr. Poley will cooperate closely with the United Kingdom Cotton Board and the Manchester Chamber of Commerce. While in England, he will be attached to the Office of the Commercial Secretary, Canada House.

Born in London, England, Mr. Poley has been associated with the textile industry in Canada for the past 35 years. He saw service overseas in the first World War, and for a number of years was employed in the chenille and knitting yarn division of the Toronto Carpet Manufacturing Co. in Montreal. In 1944, he was appointed to the Department of Trade and Commerce as commodity officer for the textile and leather section.

40,000 TONS OF AUTO PARTS: Anticipating heavy demands for replacements, Canada during the war period awarded contracts for large scale manufacture of spare parts for the tens of thousands of vehicles needed in motor transport services of the armed forces. At the close of warfare Canadian manufacturers had delivered quantities of parts for every make and type of motor vehicle. The reserve supplies of these spare parts, surplus to requirements of the Canadian forces, are now in possession of War Assets Corporation awaiting a trade purchaser who will make an offer for one complete bulk lot.

These spares, the total quantity of which approximates 40,000 tons net, are assembled in three areas: at the Ordnance Depot, Longue Pointe, Montreal; at War Assets Corporation Warehouse No. 16, Ajax, Ontario; and at the premises of the Ford Motor Company of Canada Ltd., Windsor, Ontario.

Arrangements for the disposal of this large supply of motor spare parts are being dealt with by the Special Sales Division of the Corporation, in Ottawa.

Of the surplus army vehicles at the end of the war, thousands were disposed of abroad to various governments, and other thousands were sold in Canada, many of them to farmers. The surplus spares now on the market were manufactured as a reserve of parts for these motor units.

H. T. PETERS APPOINTMENT: The Honourable James A. MacKinnon, Acting Minister of Mines and Resources, has announced the appointment of H. T. Peters as Superintendent of the Canadian Immigration at Hong Kong, China.

There has been no representative of the Immigration Branch at Hong Kong since December, 1941, when Colonel E. S. Doughty, then Controller of Chinese Immigration for Canada, was

interned following the capture of the city by the Japanese. Colonel Doughty was repatriated in August, 1942.

The first immigration officer in China was J. E. Featherstone, who was posted to Hong Kong in 1924. Mr. Featherstone died in 1925, and was replaced by Delbert F. Warren, who had charge of the Hong Kong office until 1932, when he was replaced by Colonel Doughty.

Mr. Peters entered the immigration service in 1928 as an inspector at Huntington, British Columbia. Transferred to Vancouver in 1937, he was made an investigating officer in 1947.

RAIL COSTS AT PEAK: The year 1947 was a record-breaking year for steam railway operations in Canada, according to summary figures on railway operating revenues, expenses and other statistics released by the Dominion Bureau of Statistics. Total operating expenses - the aggregate for all railways, including the smaller railways as well as the Canadian National and Canadian Pacific Railways - reached the highest figure in Canadian railway history; operating revenues were the second highest on record, being exceeded only in the peak war year 1944; volume of freight carried was largest for any peacetime year; and the total payroll rose to an all-time high.

Reversing the downward trend of the two preceding years, operating revenues of all railways in 1947 amounted to \$776,520,384, an increase of \$65,134,185 or 9.2 per cent over the 1946 aggregate of \$711,386,199. The year's total compared with \$796,636,786 in 1944. Freight revenues totalled \$602,022,383, a new all-time high, and 14 per cent above the 1946 figure of \$527,048,090. Express revenue rose \$2,452,727 to \$29,934,515, and mail revenue was up \$189,223 to \$8,694,345, while passenger revenues declined about 12 per cent from \$99,474,928 to \$87,128,485.

OPERATING COSTS

Total operating expenses for the year rose sharply to \$683,045,372 from \$618,880,518 for 1946. Transportation expenses were \$42,152,536 or 14 per cent higher at \$343,928,456; maintenance of equipment outlay increased by six per cent to \$144,345,093, and maintenance of way and structures expenses were 9.4 per cent heavier at \$132,304,531.

In the income account, hire of equipment, principally for freight cars from the United States Lines, showed a debit of \$13,165,331 compared with \$8,733,824 in 1946, and total operating income declined to \$52,723,507 from \$58,107,279 the previous year. This figure compares with \$118,111,506 in 1944, when operating revenues approached comparability, indicating that operating expenses have increased more rapidly than revenues.

Tons of freight carried in 1946 totalled 169,174,660 tons, an increase of 9.2 per cent over 1946, while freight train mileage rose about six per cent. Total revenue passengers