

### BIG RUN ON CANADIAN COINS

A tremendous upswing in the demand for coins over the past four years is taxing the production facilities of the Royal Canadian Mint in Ottawa, according to Mr. Norval A. Parker, Master of the Mint.

In an article entitled "Why Lights Burn Late at The Royal Canadian Mint", Mr. Parker says that automatic vending machines, parking meters and other coin-operated machines are among the factors that have created "an almost insatiable national appetite for coins". He also cites the introduction of the sales tax, the growing popularity of coin collecting and the natural increase in the population as reasons why Canadian coin production has almost quadrupled since 1959.

In 1963, the Royal Canadian Mint issued 398,000,000 coins, 45,000,000 more than the previous year and 156,000,000 more than in 1961. Normal production, before 1959, was considered to be about 114,000,000 pieces.

"To achieve the new production records set in each of the past four years, the Mint has operated on schedules ranging from 13 hours a day to around the clock," Mr. Parker writes. "We have put just about every bit of floor space to productive use. And we have installed modern, high-speed blanking and machining presses to help us to keep pace with increased demands."

Times have changed from Canada's early days, when there was very little demand for coins. At one time, what was accepted as a medium of exchange included everything from Indian wampum to playing

cards, and from Spanish "pieces of eight" to French sols (copper pennies).

Canadian coinage in 1963, according to Mr. Parker, consumed 367 tons of silver, 1,068 tons of copper, 220 tons of nickel and 20 tons of zinc and tin.

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### CANADIAN TO ILO EXECUTIVE

Mr. George V. Haythorne, Deputy-Minister of Labour, who has been Canadian government representative on the Governing Body of the International Labour Organization since 1956, has been unanimously elected chairman of the ILO Governing Body for one year. Dr. Haythorne was head of the Canadian delegation at the International Labour Conference that ended recently in Geneva.

Canada has participated actively in the work of the ILO since its founding in 1919. This is the third time that a Canadian has been honoured by election to the chairmanship.

Dr. Haythorne, who came to the Department of Labour in 1943, served from 1948 to 1953 as director of the Economic and Research Branch. He was appointed Assistant Deputy-Minister of Labour in 1953 and Deputy-Minister in 1961. Since the war he has taken part in many ILO conferences and meetings and has been chairman of several ILO committees, including the Committee of Experts on Productivity in 1952 and a committee on the amendment of the ILO constitution at the recent conference.

There are a number of Canadians among the more than 700 ILO experts engaged on technical-assistance projects in the developing countries of the world.

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Provision is allowed for fish ponds and fishing equipment and gear to be located on the deck aft, which will be wood-sheathed. One of the unique features will be the installation of hinged bellows of special design for lowering and retrieving. The propulsion machinery will be amphibious. The steering gear will be of the electric-hydraulic type with emergency hand-hydraulic operation. An electro-hydraulic anchor winch capable of a half-ton pull at 110 feet a minute will be fitted on the forward deck.

### WELAND TRAFFIC SURVEYED

With traffic levels rising to new heights on the Welland Canal as ship movement increases along the entire Seaway system, the St. Lawrence Seaway Authority has undertaken an energetic project of surveys, experiments and modifications of operations to speed the transit of ships through the Welland. The Authority has engaged a leading firm of traffic and operations-research consultants to initiate this project in co-operation with the Authority's own staff. The first report of the consultant firm is now being issued by the Authority to shipping companies and others concerned with the use of the Welland Canal. It indicates that shipmasters and Authority personnel share about equally in the "lockage" time of ships.