

well under way, the powerful "d'Iberville" will make a lone dash for the Department of Transport weather station at Eureka on the west coast of Ellesmere Island and then proceed to the R.C.M.P. post at Alexandria Fjord on the east coast of the island. Both these outposts are located within 750 miles of the North Pole. With delivery of her 408 tons of supplies to these two outposts, the "d'Iberville" will proceed south towards Hudson Bay for orders.

In the meanwhile, with unloading completed at Resolute Bay, the icebreaker "N.B. McLean" will escort the freighter and tanker as far south as the entrance to the Hudson Strait where she will resume her patrol of these waters. During her absence from the Hudson Strait, patrol duties will be carried on by the "Montcalm" and the departmental vessel "Edward Cornwallis" from Halifax. While in these waters the "Edward Cornwallis" is scheduled to deliver approximately 750 tons of supplies to some seven outposts and to act as a utility ship.

The "C.D. Howe", after acting as mother ship during unloading operations at Resolute Bay, will make a short run to Grise Fjord on the southern tip of Ellesmere Island, then proceed southward, visiting sixteen outposts before completing her 1957 Eastern Arctic Patrol. The vessel will then proceed south towards the Bay for orders.

The "N.B. McLean" is scheduled to remain on patrol in Hudson Strait and Hudson Bay waters until all shipping activities have ceased in that area and will be required to close down aids to navigation stations before returning to Quebec.

MONEY TO BURN. The Dominion Bureau of Statistics announces that the value of shipments of Canada's tobacco products industry in 1956 (excluding excise duties and taxes) increased 4.4 per cent to \$169,530,000 from \$162,383,000 in 1955. Excise duties and taxes rose to \$274,753,000 from \$254,271,000, boosting total value of shipments to \$444,283,000 from \$416,653,000. Number of establishments declined to 35 from 40 in 1955, but employees increased to 7,828 from 7,470 and their salaries and wages to \$26,448,000 from \$25,119,000. Cost of materials also climbed to \$89,887,000 from \$84,439,000.

Value of shipments in 1956 were as follows: plug and twist chewing tobacco, \$2,624,000 (\$3,042,000 a year earlier); plug smoking tobacco, \$431,000 (\$618,000); fine cut, \$46,480,000 (\$52,131,000); coarse cut, \$6,699,000 (\$7,204,000); leaf tobacco, \$45,000 (\$46,000); snuff, \$2,136,000 (\$2,194,000); cigars, \$19,724,000 (\$19,360,000); Cigarettes, \$366,114,000 (\$332,012,000); and all other products, \$30,000 (\$46,000).

CANADIANS WIN: Two stretcher-bearer teams of 2nd Canadian Infantry Brigade Group placed first and second in the British Army competition for the Connaught Challenge Shield at the All Arms Training Centre at Sennelager, Germany, 40 miles east of the Canadian Brigade camps.

The eight-man regimental stretcher-bearer team of the 1st Battalion, Princess Patricia's Canadian Light Infantry scored the most points followed closely by the team of the 1st Battalion, the Royal Canadian Regiment.

Under simulated battle conditions, the Canadian stretcher-bearers competed against 16 top teams from British battalions stationed in Germany and the United Kingdom.

British units have been competing annually for the Connaught Challenge Shield since it was donated by the Duke of Connaught in 1911. When the Duke was Governor-General of Canada his youngest daughter Patricia gave her name to the PPCLI on its founding in August 1914.

This is the third time that Canadian units have participated in the competition. Two years ago the trophy was won by the 2nd Battalion, PPCLI and last year the 1st Battalion, PPCLI came second.

RAILWAY FREIGHT TRAFFIC: Railway freight loaded at stations in Canada during 1956 amounted to 154,835,815 tons, of which nine products accounted for 67,356,589 or 43.5 per cent, Dominion Bureau of Statistics reports in an advance statement. Loadings of manufactures and miscellaneous products totalled 38,371,347 tons, 24.8 per cent, agricultural products 28,966,251 tons, 18.7 per cent; forest products 16,945,331 tons, 10.9 per cent; animals and animal products 1,314,486 tons, 0.8 per cent, and l.c.l. freight 1,881,811 tons, 1.2 per cent.

Ontario and Quebec accounted for more than half of total loadings of freight in 1956. Ontario reported 46,677,845 tons (30.1 per cent of the total), Quebec 40,177,297 tons (25.9 per cent), Saskatchewan 15,702,381 tons (10.1 per cent), British Columbia 13,295,008 tons, (8.6 per cent), Alberta 13,252,869 tons (8.6 per cent), Nova Scotia 11,209,107 tons (7.2 per cent), Manitoba 7,930,723 tons (5.1 per cent), New Brunswick 4,831,174 tons (3.1 per cent), Newfoundland 1,407,867 tons (0.9 per cent), and Prince Edward Island 351,544 tons (0.2 per cent).

Freight received from United States rail connections destined to Canadian points totalled 15,392,017 tons in 1956 and the amount received but destined to foreign points amounted to 17,395,472 tons. Of the amount destined to Canadian points, 10,467,444 tons entered Canada at Ontario points, 2,745,815 tons at Quebec points, and 929,498 at British Columbia points.