

NEW HYDROGRAPHIC SHIP: A new 500 ton ship, the C.G.S. "CARTIER," has been added to the Canadian Hydrographic Service, it was announced November 5 in Ottawa by the Department of Mines and Resources. The Hon. James A. MacKinnon, Minister of Mines and Resources, visited Prescott, Ont., on Saturday, November 6 to inspect the "CARTIER." He was accompanied by Mr. W.B. Timm, Director of the Mines, Forests and Scientific Services Branch, and Dominion Hydrographer, R.J. Fraser.

The 140-foot, 500-ton "CARTIER" with a cruising range of 6000 miles, is the first diesel driven ship of the hydrographic fleet. Built at the port of Midland on Georgian Bay, she will be used for charting operations on the Atlantic coast, including the Gulf of St. Lawrence, Bay of Fundy and off Nova Scotia. She will be in charge of Hydrographer Norman G. Gray of Ottawa, and captained by Sailing Master W. Thorne of Halifax, N.S. Heading her engineer department is Chief Engineer B.W. Appleby, also of Halifax. In addition she carries a staff of four hydrographers, five ship's officers and a total complement of twenty-eight.

LATEST EQUIPMENT

For scientific nautical charting the "CARTIER" is equipped with the latest navigational and marine surveying instruments. The steering gear is the electric hydraulic type to which is connected a gyro pilot or automatic steering device which holds the ship to a set course. In a corner of the chartroom, enclosed by sliding doors, two interesting pieces of equipment have been installed. One of these is a RDX/268 type navigational radar which picks up and throws on a lighted screen a picture of the surrounding land features, buoys, or other vessels within scanning range. The other is a Marconi ship-to-shore radiotelephone for voice or key communication to shore stations. The "CARTIER'S" sounding launch is similarly equipped.

Another interesting feature is the remote indicator radar screen alongside the wheelsman. This duplicates for the navigator, threading his way through narrow or tricky waters, the same picture of his surroundings as is visible on the main radar console.

The "CARTIER" carries a special design of sounding launch, a smaller motor launch as a general duty boat as well as lifeboats and fisherman style dories. In addition to hydrographic charting, the little ship can be adapted for oceanographical surveys for marine biological research work, and for tidal and current surveys. She can work equally well in the semi-tropical warmth of the Gulf Stream off the Nova Scotia coast or in the near-Arctic waters off Labrador.

The new ship replaces the first "CARTIER", a steamer well-known to the older mariners of Quebec where she wintered at the Marine Wharf and in Louise Basin for many years, setting

out each spring to carry on charting operations of the St. Lawrence-Belle Isle route to the Atlantic. Most of the chain of modern charts which reach from the port of Quebec to beyond Anticosti and the Mingans are the products of the old "CARTIER'S" work. In her day, she sounded and scoured the waters about Gaspé and the stormy Magdelens, the Cape Breton coast and the Bay of Fundy. In later years Charlottetown became her home port. Survivor of the two wars, she is now in private hands in a Halifax shipyard.

Twelve ships, ranging from 5 tons to 1500 tons, make up the present strength of the Canadian Hydrographic fleet. Seven are on the east coast, three on the west, one on the Great Lakes and another, the "RAE" was added last year for charting operations on Great Slave Lake, Northwest Territories. The Hydrographic Service produces and distributes the Canadian aids-to-navigation, charts navigable waters, salt and fresh, brings out the official nautical charts, tide-tables for the Atlantic and Pacific seaboard and water-level bulletins for the St. Lawrence-Great Lakes Waterways. Its business is to make Canadian waters as safe for navigation as they can be made.

REHABILITATION OF EX-CONVICTS: Careful placement in employment is the means of bringing about successful rehabilitation of hundreds of men and women discharged from Canada's penal institutions annually, Hon. Humphrey Mitchell, Minister of Labour, stated November 5, in discussing the role the National Employment Service is playing in this work.

The finding of suitable employment for parolees and those who have completed sentences in provincial jails and reformatories has become one of the major efforts of the Special Placements Division of the Employment Service, the Minister said. Special placement officers have been appointed for this purpose in all provinces.

While some ex-convicts have failed to measure up to the confidence placed in them by their employers and the employment officials concerned, the great majority, amounting to several hundred annually, have made good, the Minister said.

An experiment is now being conducted in Ontario, in co-operation with the Penitentiary Commission, in expanding the services for the placement of persons discharged from Federal penitentiaries. The Minister stated that the Employment Service had received excellent co-operation from the Justice Department, penal institutions and the welfare associations, including the John Howard Society, but that the problem called for further organization.

It was not the intention or purpose of the plan to convert the Special Placements Section of the Employment Service into a welfare agency, but it was felt that the conservation

of human resources was of prime importance to Canada, and these men and women, in spite of their record, must be given a chance to regain their status as ordinary citizens, the Minister said.

The methods used in placement of these men and women required that a full history of the applicant's case be made available to the employer, Mr. Mitchell pointed out. Although other methods of referral might not endanger an employer's interests, there was always the possibility that the man might be considered by the employer for transfer to a job that might include such a danger. Another reason for describing the man's record to his prospective employer was to remove the basis for constant fear that eventually his past would catch up with him and he would be fired.

ARMY APPOINTMENT: Col. R.L. Franklin, OBE, 40, of 63 Cameron Ave., Ottawa, has been appointed Director of Vehicle Development at Army Headquarters, it was announced November 6 by the Minister of National Defence.

The new appointment ends for Col. Franklin an association of a number of years with the Inspection Board of Canada, to which he had been seconded. During the war he served with the Department of Munitions and Supply as well as in the Ordnance branch of the army. He was Deputy Director of Mechanical Engineering in the Netherlands after hostilities ended.

EMPLOYMENT AND PAYROLLS: Both industrial employment and weekly payrolls at the first of September were slightly higher than a month earlier, with payrolls showing the somewhat greater advance than employment.

Working forces of 19,232 leading employers in the major divisions of industry reporting to the Bureau of Statistics rose 0.2 per cent, while their weekly payrolls advanced 0.7 per cent from August. These advances raised the Bureau's index of employment, based on 1926 equals 100, to a new peak of 201.3 as compared with 200.9 at August 1, and the index of payrolls, based on June 1, 1941, as 100, to 208.9 from 207.2.

The average weekly earnings of the employees in the eight industrial divisions amounted to \$40.88 -- the highest in the record of 7½ years -- as compared with \$40.66 at the beginning of August and \$36.76 at September 1, 1947.

There was a considerable expansion in employment in manufacturing at the beginning of September, the month's advance amounting to 1.3 per cent. Improvement in the month was also indicated in mining, communications, transportation, building and railway construction and maintenance, and wholesale trade. On the other hand, employment in logging, highway construction and maintenance and laundries and dry-cleaning establishments was lower. The losses in the highway group, which took place largely in Quebec, were substantial.

Within the manufacturing division, the most noteworthy gain was that of 8.9 per cent in vegetable food processing. Large increases were also indicated in textile and iron and steel factories, with small advances in the leather, printing and publishing, paper products, tobacco, non-ferrous metal and miscellaneous manufacturing industries. There was a decline of 0.7 per cent in reported employment in lumber mills, with minor reductions in a few other classes.

CARLOADINGS: Carloadings on Canadian railways during the week ending October 30 amounted to 91,603 cars, reaching a new high record for the year and also for the past 20 years. The advance over the preceding week was 482 cars and over the corresponding week last year, 1,815 cars. Grain, grain products and live stock were below 1947 loadings but coal increased from 7,368 to 8,081 cars, ores from 3,247 to 3,762 cars, sand, stone, gravel, etc. from 5,112 to 5,868 cars, pulpwood from 2,916 to 3,381 cars, gasoline and oils from 4,064 to 4,442 cars, and l.c.l merchandise from 18,837 to 19,564 cars.

RAIL REVENUES HIGH: Operating revenues and expenses of Canadian railways in August both were at record levels for the month, while operating income, exclusive of interest and other payments, moved to a lower level, according to the Bureau of Statistics.

The month's operating revenues totalled \$73,163,000 as compared with \$65,305,000 in the corresponding month last year, an increase of nearly 12 per cent. Freight revenues showed the main increase, rising from \$47,431,000 to \$55,833,000, or by 17.7 per cent. Express and water line income also registered improvement over the preceding August but passenger receipts, mail and other revenues were down, with passenger account off 7.7 per cent to \$8,953,000.

Expenses of operation continued well above the same month last year at \$69,104,000, an increase of \$11,096,000 or 19.1 per cent compared with the revenue gain of \$7,859,000. Maintenance of way and structures rose 25.7 per cent to \$16,014,000, while maintenance of equipment was up 15.8 per cent to \$13,579,000. Transportation account at \$33,364,000 in the month was 19.1 per cent above the same month of 1947. Increased payrolls accounted for the major portion of the advances in operating costs. Operating income, exclusive of interest and other payments, was \$1,142,000 as against \$3,811,000.

Statistics of operation show that 13,981,000 tons of revenue freight was transported by all railways during the month, an increase of 1.8 per cent or 252,733 tons over August, 1947, whereas ton mileage carried rose by 2.2 per cent. The number of revenue passengers was down from 3,670,000 to 3,304,000 or by 10 per