

precedent of many other postal administrations, for example Great Britain or Switzerland, and at the same time achieve I hope, a clearer, less cluttered stamp. As to bilingualism, in my view the word 'Canada' is fully bilingual and needs nothing to reinforce it in this regard.

A FIRST IN COLOUR

"The first stamp in three colours to be issued by this country will appear in March of next year. The theme of this stamp is Unity in Canada. By using lithography in combination with the intaglio process we expect to be able to issue more colourful stamps. In this instance the colours are red, yellow and blue.... In the centre of the stamp three maple leaves on a single branch are shown in tones of yellow and red. To the left, and partially covered by the maple leaves, is a red shield bearing three yellow lions, emblematic of Great Britain's contribution to this country. To the right, and equally obscured by the maple leaves is a blue shield on which three gold fleurs-de-lis are depicted. Originally we thought of having the two shields fully exposed. We decided to have the maple leaf, our own Canadian symbol, cover them partially. We feel that in this way we show that we are proud to recognize the contributions of Great Britain and France, but at the same time recognize that Canada is neither one nor the other, but herself. In large blue letters along the bottom of the design the word 'CANADA' appears. The words 'United' and 'Uni' appear at the bottom of the stamp. An oak-leaf pattern in tones of red, yellow and white indicating the strength of Canada is intertwined with the design. No 'postage' or 'postes' and no 'cents' sign.

PEACE STAMP

"A world-peace stamp will also appear in our 1964 programme, probably in June. Actually, the design for this stamp was prepared by the Canadian Bank Note Company of Ottawa, based on my suggestions. As we have found, it is a very elusive subject to capture and portray on a postage stamp, but I feel we have succeeded in doing so. Its purpose, of course, is to draw attention to the observance in 1964 of 150 years of peace which has been witnessed between Canada and our neighbour to the south. The design being considered at the moment indicates a globe showing the North and South American continents with a banner bearing wording indicating world peace.

PROVINCIAL EMBLEMS

"You have all heard of our plans to begin in 1964 a series of stamps on provincial floral emblems. We have begun serious work on this project and I think I can assure you that the stamps in this series will be the most striking and original ever produced by Canada. The same applies to the Christmas stamp scheduled for 1964. We are planning a stamp in three colours - possibly two in offset and one in steel line engraving, and the results should be both handsome and interesting. The year ahead, in short, promises to be exciting and different...."

WORST ARCTIC ICE RECORD

The last of the Canadian Coast Guard icebreakers and supply vessels involved in the past summer's Arctic resupply operations recently returned to their home ports, and another successful northern undertaking was written into the records of the Department of Transport. The success of the programme, which involved the handling of more than 100,000 tons of cargo delivered to nearly 50 ports of call, was a tribute to the skill and seamanship of the Coast Guard officers and crews. Ice conditions encountered by the ships were the worst on record.

A total of 19 Coast Guard vessels, including seven icebreakers, and 20-odd commercial ships, eight of them under charter to the Department, took part in the supply operations. For the most part they worked in convoy fashion, with the icebreakers escorting their less rugged followers through the heavy ice fields.

DAMAGE TO SHIPS

It was apparent when the first northbound ships reached Hudson Strait late in July that a difficult season was ahead. Before it ended a number of Coast Guard ships, including the powerful "John A. Macdonald" and "Montcalm", had dented plates to show for their labours amid the relentlessly grinding ice floes. All were able to continue with their duties, however, excepting three small shallow-draft ships that were forced to undergo emergency repairs in the Arctic and later were towed back south for drydock attention.

Delivery of cargo and personnel bound for, or returning from, Arctic weather stations, defence installations and other northern communities was delayed, in some cases a week or more, while the ships awaited a helpful shift in wind and tide to move ice and open channels.

Even in Hudson Bay, ice conditions were worse than in past years, but with routing advice and icebreaker support provided by the Canadian Coast Guard, shipping moved freely throughout the season. The wheat export from Churchill totalled 22,864,100 bushels, establishing a new record, and 48 vessel loadings were recorded.

RESEARCH TASKS

Though the extreme conditions prevented a repetition of the Arctic "probes" carried out by Coast Guard vessels the previous summer, extensive research programmes in oceanography, hydrography and related scientific fields were successfully undertaken aboard the larger icebreakers by teams from various government departments with Arctic interests.

CCGS "Labrador" pushed north into Kennedy Channel between Ellesmere Island and Greenland to Latitude 81 degrees, 16 minutes north, the point farthest north yet reached by a Canadian ship in that area. She was only six nautical miles south of the latitude reached last year by CCGS "John A. Macdonald", when she penetrated to the end of Tanquary Fiord, on the west side of Ellesmere, to set a record.