

## PEACE RIVER BRIDGE

**REPAIRS THE HARD WAY:** Canadian Army engineers of the Northwest Highway System who are assisting in the repair of the Peace River Bridge are taking instruction the hard way.

To get to "class", it is a question of climbing down a ladder through four feet of solid ice, an underwater layer of slush-ice and finally 25 feet of swiftly running water onto the bed of the Peace River. Seven army men are taking instruction in diving and underwater cofferdam operations at present being carried out at the bridge by a civilian contracting firm.

Some time ago a fault was discovered in the north pier of the 2100 foot suspension bridge near Fort St. John, B.C. After investigation by Army engineers and civilian specialists, work on a new concrete reinforcement of the pier base was commenced. Measuring 80 feet in length, 30 feet in width and 52 feet in depth, the concrete base supports high steel towers from which the suspension cables are supported. In temperatures ranging as low as 25 degrees below zero, the present work involves extensive underwater operations by men clad in diving suits who go down from the end of a trestleway of over 450 feet in length, which was constructed by Army engineers in preparation for the work.

Every possible effort is being made to finish the repair operation before the dangerous spring break-up of ice. Despite recent 40 and 50° below cold snaps, the work is continuing and by means of oxy-acetylene torches the existing sheet steel piling casing is being cut away to allow for new pourings of concrete.

**ARMY DIRECTOR OF AIR:** Lieutenant-Colonel W.B.G. Reynolds, OBE, 36, has been appointed acting Director of Air for Army Headquarters.

Colonel Reynolds completed a one-year course at the Staff College Camberley, England, in December, 1947. Prior to proceeding to Camberley he had been a member of the directing staff at the Royal Canadian Air Force Staff College at Toronto.

During the campaign in Northwest Europe he was GSO I (Air) at Headquarters, First Canadian Army, and before that had been GSO 2 (Air Liaison) with Headquarters, 1 Canadian Corps.

**EQUIPMENT TRANSFERRED TO D.V.A.:** The Department of National Defence has recently transferred to the Department of Veterans Affairs, without charge, various medical equipment, stores and supplies which already are being used by DVA institutions across Canada.

The transfer of the equipment is in line with the Department of National Defence policy of making available all surplus hospitals and medical equipment for veterans' use. Approximately 23 hospitals, complete with equipment, have been turned over in accordance with this policy.

(C. W. B. February 27, 1948)

**CIVIL SERVICE PAY INCREASES:** An Order in Council has been passed revising salary ranges of civil servants in the classes of Office Boy, Messenger, Telephone Operator, Review Clerk, Signal Clerk, Teletypist and Secretary to Executive. The changes cover approximately 4,800 employees and will result in an increase in annual payroll of an amount estimated at \$840,000.

The Civil Service Commission is continuing its study of the salary rates of those classes for which revisions have not yet been approved. Further statements may be expected from time to time.

**RETIRING SHORT-TERM BONDS:** The Minister of Finance, Mr. Abbott, has announced that arrangements have been completed for the sale of \$325,000,000 Government of Canada Bonds to the Bank of Canada and the Chartered Banks. The issue will be dated March 1, 1948 and mature March 1, 1950 and will carry 1½% interest. The price received by the Government will be 100.30, resulting in an interest cost of approximately 1.35% per annum. The proceeds of this issue, together with some \$185,000,000 in cash will be used to retire short-term bonds of the Second and Sixth Victory Loans which mature on March 1st. These are the 2¼% issue of the Second Victory Loan amounting to \$269,879,000 and the 1½% issue of the Sixth Victory Loan amounting to \$239,713,000.

**STRIKE TIME LOSS UP:** Due to the strike of 9,000 coal miners in Alberta and British Columbia, which commenced on January 13, time loss due to strikes in Canada during January recorded a substantial increase over the previous month, it was shown by the monthly strike and lockout summary issued by the Minister of Labour, Mr. Mitchell.

Preliminary figures for January, 1948, show 19 strikes and lockouts in existence during the month involving 12,595 workers, with a time loss of 135,780 man-working days, as compared with 15 strikes in December, 1947, with 3,189 workers involved and a time loss of 19,097 days. In January, 1947, there were 12 strikes, involving 3,302 workers, with a time loss of 28,519 days.

The strike of the coal miners in Alberta and British Columbia accounted for a loss of 117,000 man-working days, or more than 86% of the total time loss for the month.

**HIGHER GOLD PRODUCTION:** Canadian production of gold during 1947 amounted to 3,069,500 fine ounces as compared with 2,832,600 in the preceding year, an increase of eight per cent. In December, 274,700 fine ounces were produced compared with 252,200 in the preceding month and 229,400 in the corresponding month of 1946.

Production in 1947 was as follows by provinces, totals for 1946 being in brackets: Ontario, 1,946,400 (1,813,300) fine ounces; Quebec, 598,500 (618,300); British Columbia, 244,600 (136,200); Manitoba and Saskatchewan, 169,300 (191,500); Northwest Territories, 60,600 (23,400); Yukon, 48,900 (45,300); Nova Scotia, 1,200 (4,300) fine ounces.

**COAL PRODUCTION DOWN:** Production of coal in Canada in January totalled 1,351,000 tons, showing a decline of 21 per cent as compared with the January 1947 output of 1,700,500 tons. The strike in the western mines caused a drop in production of 43 per cent in Alberta and 62 per cent in British Columbia, but output increased 19 per cent in Saskatchewan and nine per cent in the Maritimes. Imports in January totalled 1,099,700 tons, a decline of 13 per cent from January, 1947.

## \$242 MILLION FROM TOURISTS

**YEAR'S INCREASE \$19 MILLION:** Expenditures in Canada in 1947 by tourists and other travellers from the United States, Newfoundland and overseas countries totalled \$242 million, an increase of \$19 million over 1946, according to estimates by the Dominion Bureau of Statistics. This advance may be compared with increases of \$46 million in 1945 and \$57 million in 1946. These figures indicate that the rapid growth in the tourist trade which characterized the immediate post-war period and reached a peak in 1946 had lost momentum in 1947. The aggregate travel receipts consist of \$230 million from the United States and \$12 million from overseas countries and Newfoundland. The American expenditures are only six per cent higher than in the previous year, but the amount spent by overseas travellers shows a gain of 71 per cent.

The most encouraging feature of the tourist trade in 1947 is the strong showing made by the automobile traffic, the traffic which before the war formed the backlog of the tourist industry in Canada. American dollars brought into Canada by motorists in 1947 almost equalled the aggregate amount brought in by train, boat, bus, airplane and all other methods used to cross the international border.

### CANADIAN TRAVELLERS' EXPENDITURES

Expenditures of Canadian travellers in other countries during 1947 are estimated at \$167 million, just over twice the amount spent two years ago, and \$33 million more than the previous record established in 1946. For purposes of comparison with pre-war data, the average expenditures for the period 10 years immediately preceding the war were \$73 million, and the pre-war high in 1929 was \$108 million.

Canadian expenditures on tourists' trade account in 1947 comprise \$152 million spent in

the United States and \$15 million spent in other countries. The amount which went to the United States is 17 per cent more than the sum spent in that country in 1946, and the overseas expenditures are almost four times their size in 1946. The increase in Canadian expenditures in the United States can be attributed not only to increased volume of traffic but to a rise in the average expenditure per person in almost all types of travel. Higher prices for practically all the goods and services bought by the traveller have contributed to the rise in expenditures, as have increased purchases of foreign merchandise declared to the Canadian customs by returning Canadians.

Active expansion in Canadian travel expenditures in the United States accompanied by retarded development in American expenditures in Canada cut net credits accruing to Canada in the international tourist trade with the United States from \$86 million in 1946 to \$78 million in 1947. Net credits may be compared with an all-time high estimated at \$103 million in 1929 and a record low of \$51 million in 1933.

### MORE ARRIVE BY CAR

The year 1947 brought increases in the number of tourists and other travellers entering Canada from the United States by car, through bus and plane, and decreases in the number of entries by train and boat. Both permit and non-permit automobile traffic increased 12 per cent over 1946. The number of net entries by through bus and by plane, exclusive of in-transit traffic, were up eight per cent and five per cent, respectively. Net entries by train excluding in-transit traffic were down six per cent, and boat traffic dropped one per cent.

When the volume of Canadian traffic in the United States in 1947 is compared with that of 1946, much the same pattern is observed as was seen above in the case of American traffic in Canada. Automobiles remaining abroad for more than 24 hours increased in number by 25 per cent and those remaining for shorter periods by 16 per cent. The number of passengers travelling by through bus was up 14 per cent. There was practically no change in traffic by air, while the volume of travel by train and boats decreased four per cent and one per cent, respectively.

Shipping losses incurred during the war and priority for returning service personnel and their families held overseas travel to a minimum until 1947. In that year many reconverted transports were back in passenger service, carrying travellers to and from Canada directly and by way of New York and other American seaports. A rapidly growing trans-Atlantic air service helped to bring the overseas tourist close to pre-war levels in spite of restrictions on export of sterling and other currencies for pleasure travel.