

of Frobisher Airport made it the main air traffic support and supply base for the weather and radio station which, established during the war, was found to be important enough to continue its function.

Scheduled airline flights have been making increasing and steady use of the airport. This part of Frobisher's importance started some years ago when Scandinavian Airline System began a regular series of test runs with passenger aircraft from Copenhagen to San Francisco. Many of the test flights turned around at Winnipeg and other Canadian airports, as it was conditions over the Arctic which were being investigated; in fact a number of scheduled flights (without passengers) were run from Iceland to Frobisher and Churchill only. When sufficient information and results showed that a route over the polar region was not only shorter but easier to navigate, and had a tremendous appeal to the public because it was only one-third over water and only 600 miles over the longest water crossing, S.A.S. started a regular passenger run between Copenhagen and Los Angeles,

and Canadian Pacific Airlines soon followed with one from Vancouver to Amsterdam. Up to the present the airlines have made more use of Sonderstrom Airport on Greenland as a refuelling stop, but Sonderstrom is slightly off the direct path and closer to Europe than to the American west coast.

Now the Department of Transport is taking over Frobisher for civil aviation operations and is doing all in its power to make it as efficient a refuelling stop as possible. As the Department's programme progresses, the importance of the airport will increase.

It will mean a lot of pioneering and hard work for all concerned; lots of work and not much play, as recreation facilities at present are limited and the ease and pleasant associations in a more temperate climate will for a time be non-existent. But here is a job worth doing, with the world looking on. Canada has in the past had more than its share of real pioneers and the success of this undertaking at Frobisher will show that the pioneering spirit has not vanished in the welter of motor cars and electrical gadgets.

PRAIRIE MANUFACTURING INDUSTRIES

Factory shipments from all manufacturing industries in the Prairie Provinces in 1955 were valued at a record \$1,524,661,000, some 7 per cent greater than 1954's total of \$1,427,421,000, according to the Dominion Bureau of Statistics annual review of the manufacturing industries in the Prairie Provinces. Number of establishments rose to 4,635 from 4,584 in the preceding year, employees to 87,654 from 85,515, salaries and wages to \$263,094,000 from \$246,875,000, cost at plant of materials used to \$869,801,000 from \$844,679,000, and value added by manufacture to \$624,380,000 from \$556,376,000.

Value of factory shipments climbed 11.5 per cent in Alberta to \$641,148,000 from \$575,278,000, making it the leading manufacturing province of the Prairies for the second consecutive year. Establishments rose to 2,126 from 2,052, employees to 34,846 from 32,765, salaries and wages to \$106,549,000 from \$96,910,000, material costs to \$366,023,000 from \$346,525,000, and value added by manufacture to \$263,309,000 from \$219,328,000. All six of the leading industries reported gains in 1955 compared to 1954 and were as follows: slaughtering and meat packing, \$126,628,000 (\$121,955,000 in 1954); petroleum products, \$115,990,000 (\$101,707,000); butter and cheese, \$36,893,000 (\$35,535,000); flour mills, \$30,954,000 (\$30,402,000); sawmills, \$23,853,000 (\$22,794,000); and sash, door and planing mills, \$22,087,000 (\$20,756,000).

Manitoba was second in value of factory shipments, these rising 3 per cent to \$588,-

351,000 from \$571,409,000. Establishments were up to 1,549 from 1,522, employees to 41,318 from 41,224, salaries and wages to \$121,719,000 from \$116,455,000, material costs to \$329,699,000 from \$328,828,000, and value added by manufacture to \$247,472,000 from \$232,488,000. Of the six leading industries, two reported declines from a year earlier. Shipments of the slaughtering and meat packing industry fell to \$98,777,000 from \$144,009,000 and those of the railway rolling stock industry to \$28,150,000 from \$31,370,000. Factory shipments of the petroleum products industry advanced to \$40,235,000 from \$34,659,000, butter and cheese to \$28,510,000 from \$28,083,000, flour mills to \$24,516,000 from \$22,473,000, and men's factory clothing to \$20,569,000 from \$19,365,000.

Factory shipments in Saskatchewan increased 5.1 per cent to \$295,162,000 from \$280,734,000, increases in two of the four leading industries outweighing losses in the other two. Shipments in the petroleum products industry were up to \$84,368,000 from \$76,494,000 and in butter and cheese to \$28,278,000 from \$27,863,000, but were down in slaughtering and meat packing to \$30,440,000 from \$30,664,000 and in flour mills to \$42,919,000 from \$43,437,000. Establishments declined to 960 from 1,010 and employees to 11,526, but salaries and wages increased to \$34,826,000 from \$33,510,000, material costs to \$174,079,000 from \$169,326,000, and value added by manufacture to \$113,599,000 from \$104,560,000.