

the "Granary of the World". From the first crop of 1500 bushels of wheat, production has risen to an average of some 350 million bushels a year.

APPEARANCE

The new stamp is a large-size horizontal, which will be printed in green and brown. A portrait of Thomas George, Fifth Earl of Selkirk and founder of the Red River Settlement, is shown on the right side in dark brown. A kilted farmer sowing grain outside Fort Douglas, printed in green, completes the background. The denomination is shown at the top left corner. Along the top of the stamp appear the words "Red River Settlement - 1812" and along the bottom "La colonie de la Rivière Rouge - 1812". The words "Postes - Postage" are printed vertically under the denomination. Some 30,000,000 stamps have been printed and the usual first-day cover service will be provided by the Postmaster at Ottawa.

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MOTOR ACCIDENTS

Motor-vehicle traffic accidents on Canada's streets and highways in January claimed 206 lives, compared to 187 in January of last year, according to a special statement issued by the Dominion Bureau of Statistics. All regions except Newfoundland, New Brunswick, Saskatchewan, Alberta and British Columbia recorded higher totals than a year ago. No accidents were reported in the Yukon and Northwest Territories in either year.

The January death toll, by regions, was as follows: Newfoundland, 4 (8 in January 1961); Prince Edward Island, 1 (nil); Nova Scotia, 17 (13); New Brunswick, 5 (10); Quebec 48 (40); Ontario, 95 (73); Manitoba, 10 (4); Saskatchewan, 4 (6); Alberta, 8 (8); British Columbia, 14 (25); and the Yukon and Northwest Territories, nil (nil).

Motor-vehicle traffic deaths, as reported in this statement, will not necessarily agree with those shown in the annual DBS report "Vital Statistics", since the former are based on police reports and the latter on medical certification of cause of death from official provincial death records. Differences will be due mainly to variations in definition and classification of motor-vehicle deaths, time intervals between the date of the accident and the date of the death, and some under reporting. Geographical differences in the two series are due partly to the fact that the former are tabulated according to the place of the accident, and the latter to the residence of the deceased.

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WINTER SHIPPING ON THE ST. LAWRENCE

Icebreakers of the Canadian Coast Guard are working round the clock to meet the demands being put upon them by commercial vessels in the Gulf of St. Lawrence and Lower St. Lawrence River. This is the second successive winter in which merchant shipping has continued to operate, principally from ports along the North Shore of the Gulf. Cargoes have also been moving regularly from the paper-

producing ports of Corner Brook, Newfoundland, and Dalhousie, New Brunswick.

Though weather conditions have not been as severe during the present winter as a year ago, Gulf ice has been more difficult from the stand-point of navigation. The vagaries of tide, wind and weather have resulted in less open water than last year, and fewer "leads" through the ice. This has meant that ships have required more help from icebreakers in reaching areas where ice coverage was light enough for commercial vessels to proceed without escort.

THE BIG SHIPS

The present season's operations have seen the entry of some of the world's largest ships into the Gulf winter-shipping picture. Monster ore carriers such as the steamship "Ore Transport", 794 feet long and 116 feet wide, of more than 60,000 tons displacement, have been carrying iron-ore cargoes from the North Shore down the Atlantic coast to steel mills south of the border. Each such floating behemoth can move a veritable mountain of ore each time it fills its cavernous hold.

Participation by such huge ships in the Gulf's winter navigation has been of major importance to those ports that in former years were accustomed to seeing their industrial life slowed to a standstill by the arrival of winter.

STRENGTHENED VESSELS

Another important factor in winter shipping is the use of freighters that are reinforced to withstand the strains of working in ice conditions that would damage an ordinary ship. These ships require ice-breaker assistance when in heavy ice, but are able to proceed unassisted through areas of loose ice floes or in light ice.

A number of small coastal ships plying between neighboring ports on the Lower St. Lawrence and on the North Shore of the Gulf have been carrying on business as usual. These craft take advantage of the fact that in some areas wind and current generally combine to keep channels open during most of the winter. From time to time they become fast in the ice and the nearest Coast Guard ice-breaker must free them.

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INDUSTRIAL PRODUCTION

Canada's seasonally-adjusted index of industrial production (1949=100) declined 1.2 per cent in January to 178.6 from 180.7 in December, following virtually uninterrupted expansion since March 1961. Mining production was off by 1 per cent, and manufacturing by 1.7 per cent (durable goods accounting for two-thirds of the decrease), while output of electric power and gas utilities was up by 3 per cent.

All six durable-goods groups were off during January, with declines ranging up to 5 per cent both in wood products and non-metallic mineral products. With output of primary iron and steel and iron castings significantly lower in the month, the total output