

**"MAGNIFICENT" TO HUDSON'S BAY:** Preparatory to her cruise to northern waters with the destroyers "Nootka" and "Haida" next month, H.M.C.S. "Magnificent", Canada's new 18,000 ton aircraft carrier sailed recently from Halifax for ten days of deck landing training and flying exercises. Following her return on August 6 from a shakedown cruise in Nova Scotian waters, she embarked the ground personnel and equipment of the 19th Carrier Air Group, and when she put to sea again last week had the complement with which she will sail for Hudson's Strait on September 1. The 19th C.A.G. consists of No. 803 squadron of fast Sea Fury fighters and No. 825, equipped with Firefly IV general purpose two-seaters.

On her return to Halifax on August 20 the carrier will put the finishing touches to her preparations for the first R.C.N. penetration of Hudson's Bay waters. This will include off-shore flying when the opportunity presents.

#### TO WAKEHAM BAY

Farthest north for "Magnificent" on the cruise itself will be Wakeham Bay, near the upper end of Hudson's Strait. From here she will return to Halifax on September 11 while the destroyers continue to Churchill and later to Coral Harbor at Southampton Island -- the most northern point of the trip.

It will be a routine voyage aimed at acquiring practical experience and local knowledge. A number of observers will be carried. These will include a magnetic observer from the Dominion Observatory, a representative of the Defence Research Board, and several officers from Army and Air Force.

The naval tanker "Dundalk" will act as refuelling ship. Their total mileage will be 4,600 miles. "Magnificent" will steam just over 3,000 miles.

**RAILWAY FREIGHT TRAFFIC:** The tonnage of all revenue freight hauled by Canadian railways during April totalled 12,180,375 tons, a decline of 230,768 tons or nearly two per cent from the same month of 1947. Loadings at stations in Canada were actually 435,746 tons heavier than in the preceding April. Receipts from foreign connections destined to Canadian or foreign points dropped sharply from 3,878,412 tons to 3,211,898, with tonnage destined to Canadian consumers receding from 2,026,019 to 1,581,154 tons revealing significant declines in imports from the United States of agricultural, mine and manufactured products. However, the April total of freight hauled was 1,435,330 tons above April 1946, and double the average pre-war movement for the month. Gains over April 1947 were shown in mine and forest products while the agricultural, animal and manufactures and miscellaneous groups declined.

Cumulative totals of all revenue freight carried by Canadian lines to the end of April showed 48,311,228 tons transported, an increase

of 1,851,361 tons or four per cent over the same period of 1947, to establish a peacetime record for any like period. This volume has been attained despite considerably reduced domestic output of many agricultural and animal commodities and the restricted entry of certain American products in the interest of dollar conservation.

**MEDICINALS AND PHARMACEUTICALS:** Canadian output of medicinals, pharmaceuticals and biologicals was further increased in 1946, amounting to \$54,442,000 as compared with \$46,249,000 in the preceding year and \$19,192,000 in 1939, according to the Bureau of Statistics. Imports in 1946 were valued at \$9,371,000 as against \$9,440,000 in 1945 and \$3,992,000 in 1939, and exports, \$5,343,000 compared with \$5,740,000 in 1945 and \$1,500,000 in pre-war 1939.

**MR. CLAXTON'S OGDENSBURG ADDRESS:** The following is the concluding portion of the address delivered August 17 by Hon. Brooke Claxton, Minister of National Defence, at the unveiling of a plaque at Ogdensburg, N.Y., in commemoration of the meeting at Ogdensburg of President Franklin D. Roosevelt and Prime Minister Mackenzie King on August 17, 1940:

"...The progress of human nature is often challenged in a world which threatens the extinction of civilization. We have shown that the sort of relationship which must exist between nations if they are to survive, is possible and practical. I often wish the countries of the world could see how the United States and Canada work out their disputes. I have heard newspaper men complain that there is seldom a story in Canadian-American relationship. We don't know the strife, the bitterness and the misunderstanding which today make the headlines all over the world. Yet we have a story to tell which must be heard.

#### UNDERSTANDING NEEDED

"A man who robs his neighbour is more likely to make the papers than the man who lends his neighbour his lawn mower. But the world is inclined to forget what we know - that the only sort of neighbours who prosper are those who seek to understand each other, and in so doing, strive to help and not to hinder.

"There was a time when a country had no neighbours except those on its borders. Today distance has shrunk and almost every country in the world has become our neighbour. There are good neighbours and bad neighbours. We are two good neighbours who have sensibly determined to work together to preserve our freedom.

"We have other good neighbours who also fought for their freedom, which is again in jeopardy, and freedom, let us not forget, is indivisible. If it is sensible to work with one good neighbour, why not with the rest? Recognizing this, the United States and Canada

have done all they can to assist the free nations of Europe to regain their moral and economic vigour.

"Even before the war was over, Canada was helping with Mutual Aid and export credits. Since then we have made loans to Britain and other countries even greater in proportion than your own. But the world has never known such a tremendous gesture of good neighbourliness as the Economic Cooperation Administration.

"With such aid, and by virtue of their own determined efforts, we must be sure that the countries of Europe become once again strong and good neighbours. And we can strengthen their faith by demonstrating our willingness to share with them the burden of security won by the courage and sacrifice of many free peoples.

"What Mr. Roosevelt and Mr. King did at Ogdensburg had far greater significance than the joint defence of North America. What the Ogdensburg Agreement symbolizes in friendship and cooperation between Canada and the United States should point the way to that larger cooperation between nations on which alike depend the hope of peace and the promise of happiness to mankind."

**AUSTIN MOTOR CO. PLANT:** War Assets Corporation reports the sale of the property originally built by the Libby-Owens Glass Company at Hamilton, Ont. and recently occupied as a part of the Army Trade School. This property has been sold to the Austin Motor Company (Canada) Limited, a wholly owned subsidiary of the Austin Motor Company, of Longbridge, near Birmingham, England. It is understood the company intends to use this plant for the manufacture of its entire line of cars. Arrangements are underway to bring certain equipment from England in order to get an early start.

The Austin Company plans to expand its premises to make possible the production of cars, which will eventually employ at least 2,000 workers. Engineers from the parent plant are now in Canada, and will immediately start laying out the plant in order that production may get underway with the least possible delay.

In the initial stages, operations will consist for the most part of assembling components imported from the parent company, and the finishing, painting and testing of the completed units. Some Canadian-made parts and materials will be used and, as the plant is expanded, not only will more Canadian-made materials be purchased, but it is intended that the factory itself will progressively manufacture components until the vehicles emerge as complete Canadian products.

**CRUDE PETROLEUM:** Canadian output of crude petroleum and natural gasoline was further increased in May, reaching a total of 917,365 barrels.

**30,500 DWELLING UNITS:** The number of dwelling units completed in Canada in the first six months of 1948 is estimated at 30,528. Since April, starts have far exceeded completions and the number under construction at the end of June has increased to 52,143. The average length of time required to complete a dwelling unit has been about seven months, although indications are that this period may show a seasonal reduction in the fall. At this rate, most of the dwelling units under construction at the end of June will be completed by the end of the year, making a total for 1948 of at least 80,000 units.

Starts were made on 13,409 dwelling units in June as compared with 11,407 in May and 8,274 in April. Completions in June were 5,946 as against 6,284 in May and 6,729 in April. The average length of time required to build the dwelling units completed in June was 6.8 months. This compares with 7.2 months in May and 7.7 months in April, reflecting the increased building activity of the summer months.

It is estimated from the types of dwellings being constructed that 32 per cent of the dwelling units completed in the first half of 1948 are for rental purposes, while the remainder will be owner-occupied. More than 40 per cent of the completed units lie in the 12 metropolitan areas.

**COL. THORNE ON TRADE TOUR:** Col. E.C. Thorne of the Export Division, Foreign Trade Service, will leave Ottawa by air on August 27 on a four month tour of Mexico, Colombia, Venezuela and Cuba. Rt. Hon. C.D. Howe, Minister of Trade and Commerce announced August 17.

Chief of the Machinery, Metals and Chemicals Section of the Export Division, Col. Thorne will make a survey of the industrial requirements of these four countries and discuss details of Canadian machinery and industrial equipment with businessmen in that area. Canadian machine tool manufacturers can make any type of special purpose equipment, in addition to the high precision, high production machine tools required in industries using mass production methods. While in some cases manufacturers' capacity is taken up by present bookings, this condition will not continue indefinitely, and Canadian industry is looking forward to securing further orders in South and Central America.

During the war, Col. Thorne served with the Corps of Royal Canadian Engineers, and after three years overseas was appointed Director of Engineer Development at Army H.Q. in Ottawa. He was awarded the Legion of Merit by President Truman in recognition of his services to the Corps of Engineers, U.S. Army. Prior to the war, Col. Thorne spent 19 years in the engineering industry in Canada and the United Kingdom. He is a Member of the Engineering Institute of Canada, and the American Institute of Electrical Engineers.