

UP-TO-THE-MINUTE PILOT SHIP

The first of a new class of pilot vessels designed for service in various Canadian pilotage districts was launched recently by the Kingston Shipyards, Kingston, Ontario. It is expected that the vessel will be completed by the end of May. Stationed at Les Escoumains Quebec, it will operate between Father Point, Quebec, and Quebec City.

Of all-welded construction, with raked, flared, "soft-nosed" stem and transom stern, continuous main (weather) deck, and midship wheelhouse, the hull has been specially strengthened for the conditions that will be encountered and for limited navigation in ice.

The vessel will be equipped with all the latest navigational aids necessary for its type. Steering gear of the combined hand and electric hydraulic type will be used and one steering motor will be fitted to each of the twin rudders, which will be hydraulically synchronized. Mechanically-coupled emergency tillers can be fitted, enabling the ship to be steered with either or both of the steering motors out of action.

The ship will be equipped with two Rolls-Royce turbo-charged diesel engines, each with a rating of 350 b.h.p. Engine operation will be by remote control from the wheelhouse, with provision for alternative manual control in the engine room.

The ship's principal particulars are: Length, overall--67'6"; length between perpendiculars--61'11"; breadth, moulded--16'3"; depth, moulded--9'6"; draft, extreme--5'9"; certified for--15 persons; trial speed, approx.--12 knots.

One 11-foot moulded fibre-glass dinghy, powered by a 6 h.p. outboard motor, together with two 16-person inflatable life-rafts in quick-release containers, will be stowed on top of the deckhouse aft.

In addition to a crew of two, who will be provided with self-contained quarters forward of the engine room, a saloon capable of seating up to 13 pilots will be fitted aft, complete with washrooms and cooking facilities.

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MARCH WORK STOPPAGES

There were 34 work stoppages in Canada in March, involving 4,426 workers and a total duration of 41,160 days, according to a preliminary summary of strikes and lockouts recently released by Mr. Michael Starr, Minister of Labour. In February there were 18 work stoppages, with 1,601 workers involved and a total duration of 20,320 days.

Twenty-two of the March work stoppages were in industries in Ontario, eight in Quebec, and one each in the provinces of Nova Scotia, Saskatchewan, Alberta and British Columbia. None was in an industry under federal jurisdiction.

Nine of the March work stoppages, six of which were terminated by the end of the month, involved 100 or more workers. Three accounted for more than 68 per cent of the month's time loss. These were in the transportation-equipment industry in Montreal,

in the paper-products industry in Pont-Rouge, Quebec, and among shipyard workers in Halifax, Nova Scotia.

A breakdown by industry of the month's stoppages shows 15 in manufacturing, 10 in construction, four in service, three in trade, one in transportation, storage and communication, and one in agriculture.

Based on the number of non-agricultural wage and salary workers in Canada, the number of man days lost in March represented 0.04 per cent of the estimated working time. In February the percentage was 0.02. The corresponding figure for March 1960 was 0.03.

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CORPORATION PROFITS IN 1960

Reflecting the partially offsetting influences present in the economy in 1960, corporate profits before taxes fell by about 6 per cent, following a considerable advance in the more expansionary climate of the preceding year. A lower level of profits was fairly common among industries. However, there was a substantial increase in profits in mining, quarrying and oil wells and in financial services, as well as a significant gain in public utilities.

Most of the individual manufacturing industries shared in the unfavourable profits experience of the group as a whole, with total manufacturing profits down by about 11 per cent. Among the major manufacturing industries, the sharpest decline took place in iron and steel, where profits were off about 24 per cent; this decline was associated with reduced output in the industry. The deterioration in profits was also relatively large in such other durable goods industries as wood products, electrical apparatus and supplies and non-metallic mineral products. On the other hand, profits were moderately higher in paper products and in products of petroleum and coal, where production likewise rose between the two years.

In spite of a significant increase in the volume of trade, profits were substantially lower in both wholesale and retail trade, apparently associated with higher costs and the easing in some prices. A small decline in profits in the transportation, communications and storage group was in part the result of the smaller volume of traffic handled by the railways.

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CREDIT STATISTICS

Balances outstanding on the books of sales finance companies at the end of February this year amounted to \$1,165,300,000, down 1.6 per cent from \$1,184,200,000 at the end of January and up 2.7 per cent from \$1,134,800,000 at the end of February last year.