

ings for service within the Arctic. The most directly concerned are Mines and Resources (Lands and Development Services, and Indian Affairs Branch), National Defence, Transport, Agriculture, Health and Welfare, and the National Research Council. Each is engaged on programmes which include Arctic research, administration, education, health, welfare, communications, radio, transport, geological survey or defence.

DENTISTS PREFER CITIES: Dentists in Canada show a definite preference for practice in the bigger cities, a report released by Mr. Paul Martin, minister of National Health and Welfare, reveals. With 39 per cent of Canadians living in cities of 10,000 or more population 71 per cent of the practising dentists were concentrated in these centres.

FLYING EGG BEATERS FOR JOINT AIR SCHOOL: As soon as negotiations can be completed the Army plans to obtain a number of helicopters for use in the light aircraft flight of Number 444 AOP Squadron at the Joint Air School, Rivers, Man. The aircraft will be purchased by the RCAF for the Army's use in the United States but it is, as yet, impossible to forecast a delivery date.

This type of aircraft is being used by both the British and Americans and has proved to be exceedingly satisfactory. It is particularly useful in air rescue operations. Recently, a U.S. Army Air Forces helicopter made the AAF's first rescue mission above the Arctic Circle, flying to Beetles, Alaska, 185 miles northeast of Fairbanks, to rescue a stranded trapper.

The helicopters for the Canadian Army are of two types. One, a light, two-place job, the other, four-place.

LABOUR INCOME ESTIMATED: The total of wages, salaries and supplementary labour income received by residents of Canada in August this year was \$517 million, according to the monthly estimate by the Dominion Bureau of Statistics. Continuing an almost unbroken series of increases since January of this year, the August total was five million dollars higher than the corresponding July figure, and \$78 million more than in August, 1946. The total of labour income in the first eight months of 1947 was \$3,874 million as compared with \$3,301 million in the same period of 1946.

A comparison of labour income in August with other statistics for July and August reveals that the index of employment in nine leading industries showed a percentage increase between August 1 and September 1 almost as great as that for labour income. This indicates that while there were more people employed, there was probably little change in workers' remuneration. There was a two per cent rise in the cost-of-living index from August 1 to September 2. In the months of July and August,

the total of "take-home" pay presumably was increased to some extent by lower personal income tax rates which came into effect on July 1.

Greater payments of labour income in the manufacturing, agricultural and construction industries accounted for most of the increase in the August total over that of the July. There was little change in the wages, salaries and supplementary labour income earned in other Canadian industries.

ATLANTIC WEATHER SHIPS

COOPERATION IN AIR SAFETY: With the sailing of the Canadian Navy's frigate ST. STEPHEN from Halifax Harbor, Nova Scotia (C.W.B. Nov. 21, P. 13), the sixth of the 13 weather observation stations, which the International Civil Aviation Organization has specified as necessary for the safety and efficiency of air travel across the North Atlantic, will come into operation.

The ST. STEPHEN is scheduled for a location in the Atlantic several hundred miles east of the Labrador Coast, where it will begin its tour of duty at Weather Station BAKER.

Recognizing the serious lack of weather observation, air navigation and rescue facilities in the North Atlantic, ICAO sponsored a meeting in London in September, 1946 of those nations whose airlines were interested in flying from Europe to North America. As a result of the meeting, 10 states agreed to cooperate in the maintenance of 13 ocean weather stations, arranged in a pattern designed to provide coverage for the region's major air routes. The stations were allotted as follows: Belgium and the Netherlands, one jointly; Norway, Sweden, and the United Kingdom, one jointly; France, one; the United Kingdom, two; Canada and the United States, one jointly; The United States, seven; Portugal and Ireland make annual monetary contributions of £1,000 and £5,000 respectively.

It was one of the United States' weather ships, the Coast Guard Cutter BIBB, which rescued 69 passengers and crew from the flying boat BERMUDA QUEEN when it crash-landed in the Atlantic last month.

At present, five weather stations are in full-time operation. Of these, two are maintained by the United States, two by the United Kingdom, and one by Belgium and the Netherlands jointly. Station Baker, which will be maintained on a half-time basis by Canada, will bring the total number to 5%.

RADIOSONDE TECHNICIANS: a party of five radiosonde technicians from the Canadian Department of Transport's Meteorological Division will man the equipment on station "Baker".

The normal duties of the meteorological personnel will be the procurement of upper air data by means of radiosonde balloon ascents, but their assignment is very wide in its scope.

These men are also very familiar with the work of obtaining surface observations. This surface weather data will be supplied to aircraft flying in the vicinity of the station if requested and will also be made available to land stations for transmission to ships at sea. They will make observations of surface winds, air and sea water temperatures, visibility and cloud height, pressure observations, and all upper air observations.

Simultaneous with the radiosonde balloon releases the weather experts will take upper wind measurements by means of radar. The actual radar readings will be taken by the radio personnel of the Navy, who will in turn pass these readings along to the meteorological experts for plotting and computing the winds aloft.

The officer in charge of the weather observation party is G.S. Harriss, of Toronto, who has served with the Department of Transport as a radiosonde technician for five years. He was in charge of the party aboard the meteorological ship H.M.C.S. "Woodstock" which operated in the Pacific during the period from June 1945 to March 1946. He is a graduate of the University of Toronto.

UPPER WIND DETECTION

R.M. Cleland, of Listowel, Ontario, is an expert in upper wind detection. He was a radar mechanic with the Royal Canadian Air Force for four years prior to joining the Department's station at Fort Smith.

Another R.C.A.F. ex-radar mechanic is H.W. McPhail, a native of Pictou, N.S., and an expert in radiosonde findings. Mr. McPhail was formerly on the transmission staff of radio station CHUM in Toronto before joining the Department of Transport.

Another expert during the war with the Navy at anti-submarine devices is L.H. Badger, who is also in the weather party aboard the "St. Stephen". Mr. Badger is particularly conversant with equipment to be used on this tour of duty. He is Toronto born and raised.

The youngest member of the group is R.F. Hayward, who at the age of 20, holds a certificate as a radio technician. He is a native of Toronto, and joined the Department for this specific assignment to the Atlantic weather ship station.

Included in the crew also is L.J. Sobiski, of the Toronto office of Meteorological Service. Mr. Sobiski supervised the installation of equipment on the "St. Stephen", and was also a member of the weather observing crew aboard the "Woodstock". He will be performing advisory duties on this first voyage, in order that the crew may be given complete familiarity with the intricacies of the new devices.

ADVANCE IN TEACHERS' SALARIES: Annual salary rates for teachers in the publicly controlled schools of eight provinces of Canada -- Quebec excepted -- show an overall advance of about \$454 since 1939, or from \$854 to

\$1,308 in 1946, according to figures released by the Dominion Bureau of Statistics. Approximately 50,000 teachers were included in the record, of whom 38,660 were women and 11,684 were men.

The changes of the war years substantially reduced the disparity between country and city salaries. In 1939 the teachers in one-room schools received an average salary of \$607, while city teachers received \$1,613; in 1946 the corresponding group of rural teachers were paid \$1,181, the city teachers \$1,926.

The rural teachers continue to be a comparatively transient group, the majority moving from one school to another (or out of teaching altogether) every two years or less. The average tenure of city teachers by comparison is about ten years. The continued shortage of qualified teachers is indicated by an increase to more than 5,000, or one in ten teaching on permits or temporary certificates.

The figures for 1946 show a return to teaching of about 2,000 of the 5,000 men who had left the profession during the war years.

PRICE CEILINGS ON PRODUCE

CANNED FRUITS AND VEGETABLES: In view of some recent serious price increases, the Minister of Finance, Mr. Abbott, has directed Wartime Prices and Trade Board to re-impose price ceilings on the more important varieties of canned fruits and vegetables, and, as well, to be prepared to re-impose mark-up on fresh fruits and vegetables and canned fruit juices.

Mr. Abbott's announcement follows:

The government has noted with concern that marked price increases have taken place during the past week, particularly in some processed foods, under circumstances which cannot be justified by increased costs.

Furthermore, rumours about present and potential shortages of some food supplies are being bandied about in such a manner as to intensify fear of scarcities. Such stories are having the effect of disturbing consumers and increasing the pressure on prices.

I cannot state too emphatically that fears about shortages of essential foods or, indeed, of any essential of life in Canada, are entirely unwarranted.

NO JUSTIFICATION FOR PANIC

It is true that the programme recently announced by government to meet the drain on our U.S. dollar reserves, does restrict or prohibit a wide range of imports of commodities and some foodstuffs which hitherto have been imported from foreign markets.

But, as I stressed in the statement I made when this programme was announced, it is essential that we keep a proper perspective about the meaning of the restrictions imposed.

There is absolutely no justification whatever for any panic buying of basic foodstuffs such as has been reported in the press over the past week. Domestic supplies of such items