

**LIVING COSTS RISE 1 POINT:** The Bureau of Statistics cost-of-living index advanced 1.0 points to 168.5 between July 3 and August 1. The index stood at 162.8 on August 1, 1949, and at 157.5 on August 2, 1948. From August, 1939, to August, 1950, the increase in the cost-of-living index was 67.2 per cent.

Foods were again responsible for most of the July increase; the index for this series moving from 214.3 to 216.7. Prices continued upward for practically all meats, while eggs, sugar and coffee also advanced.

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**JOINT WEATHER PROGRAMME:** The United States Coast Guard ship and three United States Navy vessels which sailed this summer to the Canadian Arctic regions in support of the joint weather programme being carried out there by the Governments of Canada and the United States have now returned to east coast ports. It was announced in Ottawa and Washington on July 12 that the four ships (the icebreakers USS "Edisto" and USCGC "Eastwind", the cargo vessel USS "Whitley", and the USS "LST 533" which was to serve as a cargo vessel) with Canadian and United States representatives aboard, were sailing to the Arctic.

During the summer they resupplied the joint weather station at Alert, Ellesmere Island, which was established during the spring of 1950. A stock of supplies and equipment required for this station was taken in by United States Navy water transport in 1948 and by Canadian and United States Air Force transport aircraft in the spring of 1950 when the station was set up. The joint weather station at Resolute, Cornwallis Island, opened in 1947, and the station at Eureka, Ellesmere Island, established by airlift in the spring of 1947, were also resupplied.

#### POLAR ICE 30 FEET THICK

En route to Alert, the icebreakers proceeded through heavy polar pack ice of up to 30 feet in thickness, the heaviest encountered in five years of Arctic resupply operations. The USCGC "Eastwind" reached 82 degrees 36 minutes 45 seconds latitude, within 445 nautical miles of the North Pole, while passing the northeastern tip of Ellesmere Island. This is believed to be the northernmost point in the western hemisphere reached by any ship under its own power.

The ships en route to Resolute, the major resupply port for the task group, found Lancaster Sound completely free of ice and encountered only a few small fields of scattered ice in Barrow Strait, a favourable condition which had not been enjoyed by some of the former resupply missions. Excellent weather, except for fog, continued throughout the four days the ships were anchored off Resolute weather station, Cornwallis Island.

The USS "Edisto" carried two helicopters and the "Eastwind" one helicopter, all of which were used extensively and to great advantage

in short-range ice reconnaissance and for the transportation of Canadian Government surveyors and other field technicians to locations where astro positions, terrain elevation, geology, wildlife and other reconnaissance field studies were accomplished.

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**CANADIAN SQUADRON AT LONDONDERRY:** The Canadian Special Service Squadron -- the aircraft carrier Magnificent and destroyers Huron and Micmac -- arrived on September 1 at Londonderry, Northern Ireland, and were warmly welcomed by the Royal Navy and by the many friends made at Derry by Canada's wartime convoy fleet, the Royal Canadian Navy reported on September 1.

Almost immediately, the commanding officers of the three ships, Commodore K.F. Adams, Lieut.-Cdr. E.T.G. Madgwick and Lieut.-Cdr. F.C. Frewer, sat down to conferences with officers of the Joint Anti-Submarine Training School here to tidy up the final details for the heavy training programme that lies ahead.

First of all, there will be special courses at the school for officers and men of the ship. Instruction will be given in the latest anti-submarine tactics developed at the school, one of the most advanced of its kind in the world.

Then the ships will go to sea for a series of intensive exercises. Working with destroyers and frigates of the Royal Navy, the Canadian ships and aircraft will be opposed by RN submarines whose job it will be to give them as stiff a work out as possible.

Nearly 24 hours before the Magnificent and her attendant destroyers reached Londonderry, their arrival was heralded by the carrier's three squadrons of aircraft. The Sea Furies and Fireflies took off from the Magnificent's flight deck Thursday and roared shoreward, landing at the Royal Navy's base at Eglinton, near Londonderry.

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**INTERNATIONAL FISHERIES MEETING:** Dr. A.W.H. Needler, Director of the Atlantic Biological Station of the Fisheries Research Board of Canada at St. Andrews, N.B., will be the Canadian representative at the annual meeting, in Copenhagen, of the International Council for the Exploration of the Sea. It is to be held from October 2 to 11.

The council is the oldest international body on fisheries research in the world.

While in Europe, Dr. Needler is expected to attend a meeting of fisheries technologists in Bergen, Norway, from September 24 to 29. This meeting has been called by the Food and Agriculture Organization of the United Nations, and the fisheries experts, drawn mostly from northwest European countries, will discuss technical problems, paying particular attention to processing and utilization, the Fisheries Department Trade News reports.