

and in the January-February period to 550,604 tons from 534,594. Shipments to Canadian consumers fell in the month to 103,606 tons from 157,182 and in the two months to 197,012 tons from 274,191.

February iron ore shipments by region were as follows: Newfoundland, 84,201 tons (79,397 a year earlier); Quebec, 61,341 (44,135); Ontario, 73,558 (115,647); and Alberta and British Columbia, 63,328 (59,844). January-February shipments were: Newfoundland, 310,396 tons (369,926 a year ago); Quebec, 131,012 (95,402); Ontario, 132,190 (206,568); and Alberta and British Columbia, 174,018 (136,889).

NEW DESTROYER CLASS

The name-ship of six destroyer-escorts now under construction in Canadian shipyards for the Royal Canadian Navy was launched on May 25 at the shipyard of Canadian Vickers Limited in Montreal.

Mrs. Freeborn, wife of Commodore Frank Freeborn, former Naval Constructor-in-Chief, sponsored the ship. Formerly known as "Hull Number 261", it was christened "Mackenzie" by Mrs. Freeborn. The ceremony was attended by Mr. Douglas S. Harkness, Minister of National Defence, and Mr. Raymond O'Hurley, Minister of Defence Production. Rear-Admiral J.B. Caldwell, Chief of Naval Technical Services, represented the Naval Board. In addition, directors of Vickers Limited from Canada and the United Kingdom were in attendance, together with civic and military leaders from the Montreal area.

The six ships now under construction are known as "Mackenzie" class destroyer-escorts. One ship of the class, "Saskatchewan", was launched on February 1 at the shipyard of the Victoria Machinery Depot, Victoria, British Columbia.

Canadian Vickers Limited, which this year celebrates its fiftieth anniversary, also built the lead ships of the "St. Laurent" and "Restigouche" classes.

Commodore Freeborn, who began retirement leave in March, played a major role in the development of all three classes. From September 1949 until his appointment as Naval Constructor-in-Chief in July 1956, he served as Principal Naval Overseer, Montreal Area.

RESEMBLANCE TO EARLIER CLASSES

"Mackenzie" and her sister-ships represent the continuation of a construction programme for the RCN comprising 20 modern destroyer-escorts of all-Canadian design and construction. Seven "St. Laurent" ships, the first of the programme, now form the Second Canadian Escort Squadron, based at Esquimalt, B.C. Seven "Restigouche" class ships form the Fifth Canadian Escort Squadron based at Halifax.

"Mackenzie" will be basically the same as ships of the "Restigouche" class, but with some modifications and improvements. Work on the ship began in October 1958. On December 15, 1958, Mrs. Somers, wife of Captain J.S. Somers, now the Principal Naval Overseer, Montreal Area, officiated at the keel laying.

"Mackenzie" is named after the Mackenzie River in Northern Canada. The only other vessel in Her Majesty's navies so named was a tawler commissioned in the Royal Navy during the First World War.

CANADA'S FUTURE LABOUR FORCE (Continued from P. 2)

"It has been said that education and training is the foundation of a nation. Can we afford to stand by and watch thousands of young people leave school without adequate education and training, unprepared for citizenship and the world of work?

"We cannot force our children to pursue certain careers. On the other hand, we should not urge them to pursue only the academic side of education to the extent that they overlook the increasing number of excellent career opportunities available in other fields. These opportunities are available for graduates of technical institutes, apprenticeship programmes, vocational schools, trade schools, vocational and technical high schools and co-operative training programmes in industry. Only about 15 per cent of those who now leave school early have received vocationally orientated courses.

"The rapidly changing technology of industry and business is increasing the Canadian economy's requirements for skilled manpower of all kinds. At the same time, the continued growth of our economy and the welfare of our people are dependent on effective development of skills and knowledge of the work force.

TEN-YEAR SURVEY

"Last year, I asked officials of the Department of Labour to gather information regarding training requirements on a national basis for the next ten years with reference to facilities then available and the increased accommodation, equipment and personnel required to develop a technical and vocational training programme that would satisfactorily meet the need of our country. After consultation with each of the provinces, it was clear that an expenditure of more than \$200 million would be required during the period under study to construct and equip new facilities. This amount was not really surprising in view of the fact that one in every three workers in 5 skilled occupations was recently revealed to have received his training outside Canada.

"At the same time, it is a fact that the demand for skilled workers is increasing more rapidly than the supply. Skilled workers are no longer available by way of immigration because the demand is worldwide. During the last four years, about 90 per cent of new construction has been for facilities to train persons who have left the regular school system but in many cases new facilities have merely replaced temporary buildings. We are faced with serious shortages of trained instructors and administrators, and it is estimated that from 1,000 to 1,500 new instructors and administrators will be needed in the next ten years.

"These facts give some idea of the scope and urgency of the problem and indicate the need for active and energetic co-operation by federal and provincial authorities. As a result of these findings, the new Technical and Vocational Training Assistance Act was enacted to replace the Vocational Training Co-ordination Act and provide more assistance to the provinces to overcome the deficiencies...."