

GREAT SLAVE LAKE RAILWAY

On February 12, a bull-dozer crashed into a few yards of wintry bush to make the day a historic one for railroading in Canada and to open a new era of development for the north. At the controls was Northern Affairs Minister Walter Dinsdale, who was officiating at the northern equivalent of a sod-turning ceremony for construction of the 438-mile Great Slave Lake Railway from Grimshaw, Alberta, to Hay River, on Great Slave Lake, and the great lead-zinc deposits of Pine Point.

This is the first steel to cross the 60th Parallel into the Northwest Territories — a 30-year hope of the Peace River people fulfilled and a milestone that could affect exploration and development prospects throughout the whole Mackenzie District.

The Great Slave Lake Railway will be one of Canada's great development railways, serving the growth of agriculture north of Grimshaw and mining south of Great Slave Lake. By bringing Pine Point into production, it will increase, even in its early stages, the gross national product by some \$25 million and open up six million acres of arable land to homesteading. The estimated cost is \$75 million. The completion date has been set at December 31, 1966.

PRODUCTION SCHEDULE

By the terms of the Great Slave Lake Railway Agreement signed December 7, 1961, between the Federal Government, the Canadian National Railway, Pine Point Mines Ltd., and the Consolidated Mining and Smelting Company of Canada, Ltd., COMINCO undertakes to bring Pine Point into production by December 31, 1966, and ship all ore and concentrates by the railway for the next ten years. The company undertakes to deliver 215,000 tons of concentrates a year for transport and to pay a special transportation charge based on the average ton value of ore and concentrates shipped. Though the size of the Pine Point deposits is not yet fully known, it is certain that, at this production rate, reserves exist to assure operation for at least 30 years.

The report of the Royal Commission on the Great Slave Lake Railway (June 1960) points out substantial benefits likely to affect the development of agriculture and forestry. At present, only 700,000 acres of the 6-million-acre potential adjacent to the route are being farmed; a northern forest industry has 13 million acres of virgin forest lands to draw on.

SEAWAY SYMBOL

The St. Lawrence Seaway Authority is to have a stylized symbol of its own. In royal blue and white, the Seaway colours, the symbol emphasizes the Seaway's main function, lockage of ships. The relation of the Authority to the transiting vessel is

illustrated by a circular line representing the Authority itself and an outline of the lock facility, which it operates and in which the ship is an independent object.

The new insignia will be used to identify all Seaway Authority facilities and structures, land and floating equipment on stationery, and as a crest on uniforms of Seaway operating and maintenance personnel.

The design was created by the Montreal artist and industrial designer, Gilles Robert.

In adopting a distinctive identification of this type, the Authority is keeping pace with a developing trend in the industrial and commercial world and seeks, through extensive use of the new design, to make the deep waterway better known to the commerce and shipping of all nations.

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CONSTRUCTION GRANT TO GANDER HOSPITAL

A new 153-bed hospital, the Regional Gander Hospital, Gander, Newfoundland, is to be built with the assistance of a \$358,583 federal construction grant, it was recently announced by Mr. J. Waldo Monteith, Minister of National Health and Welfare.

The hospital, which will be staffed by 64 nurses and three interns, includes in its plan medical, surgical and recovery beds, labour and delivery rooms, and maternity, paediatric and psychiatric suites. Other facilities to be provided include out-patient, radiology, physiotherapy and laboratory departments, pharmacy, storage and supply rooms, stores, laundries, cafeteria, and staff living-quarters.

The Regional Gander Hospital serves an estimated population of 45,000.

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SCHOOLING AND INCOME

Approximately two-thirds of the males in the Canadian labour force in 1959 whose formal schooling did not extend beyond elementary grades had incomes of less than \$4,000. About 45 per cent of those with a complete high-school education had incomes of less than \$4,000 that year, while only about 26 per cent of the male college graduates fell into this bracket. On the other hand, nearly 16 per cent of the male college graduates reached the income level of \$10,000 or more, compared with about 4 per cent of the high-school graduates and less than 1 per cent of those whose schooling stopped at the elementary level. About 94 per cent of the total income included in these calculations represented earned income.

These statistics showing the relation between formal schooling and earning power were obtained from a nationwide sample of some 12,000 persons undertaken during the period February-April 1960. More detailed results showing the relation between education and income will appear in the next issue (1961-62) of the Dominion Bureau of Statistics annual

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