

CANADIAN MARINE ENGINEERS

The Institute of Marine Engineers, a professional association which had its origin in England in 1889, and is now world-wide, has established a Canadian Division and the first Vice-President (Canada) and Member of Council is Rear Admiral B.R. Spencer, Chief of Naval Technical Services. The office of the Canadian Division will be located at 336, Crestview Road, Ottawa, and the Secretary (Canadian Affairs) is Mr. T.M. Pallas.

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SEAWAY TRAFFIC

With the continuance of trends now apparent in the use of vessels and the pattern of import and export trade, there is no reason why the Welland Canal could not handle the traffic available for at least another five years without the necessity of twinning some of the single locks, J.C. Lessard, Vice-President of The St. Lawrence Seaway Authority, stated recently.

The trends mentioned were the use of larger "upper-lakers", the continued reduction in the number of canallers, and a definite pattern of import and export business for the ocean trade.

Mr. Lessard served as Chairman of the Canadian Committee on Tolls, which prepared the basis of the tariff of tolls adopted by the Canadian Government in conjunction with the United States Government, which received like recommendation from its parallel toll committee.

Seaway facilities have much potential in reserve, Mr. Lessard said, and stand prepared to move as many more millions of tons as industrial activity of Canada and the United States is prepared to offer. "The Seaway is not an independent agency", he pointed out, "but is basically attuned to our economic life and it should progress on a par with the growth of the two nations which created it and are now operating it".

The traffic on the Seaway portion between Montreal and Lake Ontario was composed 91 per cent of bulk commodities and nine per cent general cargo, Mr. Lessard said, and, of the total of 20,350,000 tons, grain accounted for a total of 6.4 million tons, iron ore, 6.2 million tons, coal and coke 1.2 million tons and fuel oil and gasoline 1.2 million tons. Thus nearly 62 per cent of traffic was in grain and iron ore.

Mr. Lessard called for an end to suggestions for immediate changes in the tariff of tolls, pointing out that a full review of the previous five years would be undertaken in 1964. He said it would take at least five years for a firm pattern to become established.

Ocean ships made 27 per cent of total transite and 55 per cent were made by lakers,

on the "new" Seaway portion Montreal - Lake Ontario, he said. (Other vessels included tugs, scows, pleasure craft and others.)

The ocean ships carried 31 per cent of the cargoes and generated 37 per cent of the tolls, while lakers carried 68 per cent of the cargoes and generated 62 per cent of the tolls received, the Seaway vice-president stated.

Pointing out that the Seaway handled 1300 lakers in ballast and only 300 ocean ships in ballast, he said "when our domestic trade can be handled in our lake vessels loaded in both directions we can look forward to a much more efficient use of the Seaway together with a decrease in the cost of transportation."

With the new grain storage and handling facilities of Baie Comeau in operation this season, the opportunity will be given to move grain down there and iron ore up (from ports nearby) in the same voyage.

"It will be interesting to see what develops along these lines, for I have always been confident that there does not exist anywhere in the world a type of vessel more economical to operate than our upper-lake type, which can transport 20,000 to 25,000 tons of cargo at a time", Mr. Lessard said.

Of all harbours that handled Seaway traffic last season, Hamilton heads the list in importance, Mr. Lessard added. Actual Seaway traffic for this Lake Ontario port was 6,676,000 tons. Montreal (5,581,000 tons), Seven Islands, Quebec, (4,857,000), Ashtabula, Ohio, (3,877,000) and Toronto (3,240,000) followed in that order; and Fort William headed off Chicago by over 500,000 tons.

FIRST "PINAFORE" CASTINGS

When Tyrone Guthrie's production of "H.M.S. Pinafore" sails into port at the Avon theatre next summer, Eric House will be aboard as Sir Joseph Porter and Marion Studholme and Andrew Downie will be prominent members of the crew as Josephine and Ralph Rackstraw respectively. For Mr. House, one of Canada's busiest and most versatile actors, this will be a sixth appearance at the Stratford Festival. For Miss Studholme, a star of Sadlers' Wells opera, and Mr. Downie, a leading figure of the London lyric stage and motion pictures, it will be a first engagement in this country. In private life, Miss Studholme and Mr. Downie are husband and wife.

"My production of 'Pinafore' will make no attempt whatever to be revolutionary," says Dr. Guthrie. "We shall stick closely to the period (1878) in dresses and uniforms; we shall aim at about the same degree of realism as did Gilbert's production."

After its opening at the Avon on July 15, "H.M.S. Pinafore" will be seen each evening, (with the exception of Sunday and Monday) and at Wednesday and Saturday matinees until August 6.