

EMPLOYMENT SITUATION: At the beginning of September, the stepped-up defence programme and the increase in demand for many products continued to provide a strong impetus to an expansion in employment in leading industries. During the railway dispute, however, some firms temporarily laid off workers, while others postponed making scheduled additions to their staffs. As a result, registrations on hand at National Employment Service offices increased to 151,600 on August 31, about 5,000 above the number on hand at August 17, but 6,500 below the total at the beginning of the month, the Minister of Labour, Mr. Gregg, announced on September 21.

This increase in registrations in the latter half of August, the first in almost five months, was concentrated in Ontario and the Prairie regions, where most of the layoffs of non-railway workers occurred. In both Newfoundland and the Quebec regions, total registrations declined in the two weeks of the strike, and in the Maritimes and British Columbia, the increases were relatively slight, his statement proceeded.

MORE MARRIED WOMEN SEEK EMPLOYMENT

The employment situation for women continues to be much less favourable than for men. At August 31, there were 54,000 registrations from women on hand at National Employment Service offices, 14,300 more than at this time last year. Industries which employ large numbers of women, such as textiles and services, have not shared in the recent expansion. Reports from managers of local Employment Service offices indicate that married women are seeking jobs in much greater numbers than last year, in large part because of the rise in the cost of living. These married women will be difficult to place in jobs as long as employers continue to express a preference for single women.

Primary iron and steel, non-ferrous metals, electrical apparatus and pulp and paper are among the manufacturing industries which continue to respond to the stimulus of increased demand for their products in both Canada and the United States. Until the rail dispute, this was reflected in an increase in manufacturing employment. Now that the railways are once more in operation, many new hirings can continue as scheduled, and for the balance of this year employment in manufacturing is expected to be above the high level reached in 1949.

Neither agriculture nor logging was seriously affected by the strike, and in both these industries demand for labour continued heavy. Although recent frosts have reduced the western wheat crop considerably, the need for harvest workers continues strong, especially as the Manitoba harvest coincides with that in Saskatchewan this year. Demand for labour in the pulp and lumber cutting in most sections of the country exceeded the supply, and the heavy cut of pulpwood and lumber is expected

to continue throughout the rest of the year. The construction industry is now close to its seasonal peak and a shortage of skilled workers continues.

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OPEN INSTITUTE OF AEROPHYSICS: The University of Toronto's Institute of Aerophysics at Downsview Airport, just north of Toronto, was opened on September 26 by Air Marshal W.A. Curtis, CB, CBE, DSC, ED, Chief of the Air Staff, representing the Minister of National Defence, Mr. Claxton.

A gleaming steel sphere, higher than a three-storey building, is the Institute's key piece of equipment. Air is pumped from the sphere until something better than 99 per cent vacuum is attained. Then, when a valve is opened, the air whooshes back in through the wind tunnel at speeds up to seven times the speed of sound. Stationary models in the tunnel are studied and the shock waves photographed as the air rushes past. The experiments show precisely what would happen if the model itself were travelling thousands of miles an hour.

DR. PATTERSON DIRECTOR

Director of the Institute and designer of its laboratory is Dr. Gordon N. Patterson, Professor of Aerodynamics at the University of Toronto and one of the continent's best brains in supersonic research. The Canadian who set up the Australian Government's aerodynamics lab during the war, he is now a member of the aerodynamics panel at the U.S. Naval Ordnance Laboratory, White Oak, Md., where he spends one week in four. Dr. Patterson says the two primary purposes of the Institute are: (a) to train scientists in the basic physics of gases, applied aerodynamics and ballistics with special emphasis on rocket propulsion and supersonic flight, and (b) to conduct research in these fields and develop practical applications. An advisory committee has been appointed to keep Dr. Patterson in close touch with design problems encountered by industry and the armed services.

Representatives of Canadian and U.S. universities, the Defence Research Board, National Research Council, the Canadian aircraft industry, and the armed forces were at the official opening. Attending in a body were the Commonwealth Advisory Aeronautical Research Council, comprising delegates from Canada, Australia, New Zealand, South Africa and the United Kingdom.

The laboratory they inspected has no counterpart in Canada and few elsewhere in the world. In one large room is what appears to be an imprisoned balloon; this is the dry air storage chamber with its moveable nylon lining. Some 36,000 cubic feet of air, thoroughly dried, can be collected here in 45 minutes. This is enough to operate the wind tunnel for 20 seconds.