

The booster burned for slightly longer than three seconds when the vehicle had reached an altitude of more than a mile. Following burnout of the booster, the Nike separated and fell to earth while the Cajun coasted until its motor ignited and pushed it to an altitude of 90 miles. The measurements relayed to the ground covered an altitude range of from 30 to 65 miles.

Permanently recorded on magnetic tape at the ground stations to permit analysis later, the measurements should determine the range of altitudes and the intensities at which the radiation occurs. The results will be made available to an international IGY committee for all participating nations.

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MANUFACTURED PRODUCTS

Canada's manufacturing industries broke earlier records in 1957 when the factory value of shipments reached an estimated \$22,105,730,000, some two per cent larger than the preceding year's \$21,636,749,000, according to the annual preliminary report on manufactures. Number of employees declined to 1,350,099 from 1,353,020, but salaries and wages increased to \$4,782,813,000 from \$4,570,664,000. Materials and supplies cost an estimated \$11,711,789,000, down slightly from \$11,721,537,000 in 1956.

Estimated value of shipments of the 10 largest manufacturing groups in 1957 was as follows: foods and beverages, \$4,123,673,000 (\$3,826,696,000 in 1956); iron and steel products, \$2,878,233,000 (\$2,756,769,000); transportation equipment, \$2,244,917,000 (\$2,192,936,000); paper products, \$1,898,449,000 (\$1,887,608,000); non-ferrous metal products, \$1,608,751,000 (\$1,862,156,000); products of petroleum and coal, \$1,527,346,000 (\$1,377,225,000); wood products, \$1,357,367,000 (\$1,446,607,000); chemicals and allied products, \$1,201,863,000 (\$1,111,231,000); electrical apparatus and supplies, \$1,082,859,000 (\$1,090,194,000); and textiles, \$765,478,000 (\$766,976,000).

Ontario accounted for approximately one-half the national value of shipments in 1957, totalling \$10,847,133,000 versus \$10,655,092,000 in the preceding year, followed by Quebec with \$6,802,235,000 versus \$6,622,504,000, and British Columbia next with \$1,817,644,000 versus \$1,589,365,000.

Estimated shipment values for the other provinces were as follows in order of value size: Alberta, \$762,356,000 (\$703,184,000 in 1956); Manitoba, \$673,250,000 (\$647,384,000); Nova Scotia \$426,700,000 (\$384,401,000); New Brunswick, \$312,396,000 (\$313,278,000); Saskatchewan, \$311,268,000 (\$298,200,000); Newfoundland, \$116,810,000 (\$123,690,000); Prince Edward Island, \$30,376,000 (\$24,497,000); and Yukon and Northwest Territories, \$5,562,000 (\$5,129,000).

LABOUR ATTACHÉ TO BRUSSELS

Mr. Michael Starr, the Minister of Labour, has announced the appointment of Mr. John Mainwaring of the Department of Labour to the post of Labour Attaché at the Canadian Embassy in Brussels, Belgium. Mr. Mainwaring, who is expected to take up his new post early in January, is at present Chief of the Labour-Management Division of the Department's Economic and Research Branch.

This appointment will bring to two the number of labour attachés at Canadian embassies abroad; at present there is a labour attaché only at the Washington Embassy. The Minister said that Brussels had been selected for this new post because it is close to most of the large industrial centres of Europe, and because it is the headquarters of the International Confederation of Free Trade Unions and of the International Federation of Christian Trade Unions.

As Labour Attaché in Brussels, Mr. Mainwaring's duties will include studying and reporting on industrial relations practices and trends in Western Europe, and on social legislation and union activities. He will continue to work with the International Labour Organization and will keep in touch with other international and European organizations concerned with labour, manpower and other problems of interest to the Department of Labour and other Departments of the Canadian Government.

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NEW SKYWAY

Longest highway engineering structure ever undertaken in Canada, and largest in Ontario's history, the Burlington Skyway was officially opened by Premier Leslie M. Frost on October 30, according to Ontario Government Services.

The ceremony took place at the north end of the centre span. The Premier cut a blue and gold ribbon--the Queen Elizabeth Way colours--and declared the new traffic artery officially open.

Mr. Frost said the Skyway was just part of a special \$100 million highway construction programme, chiefly in areas adjacent to United States border points, aimed at bringing Ontario highways up to the most modern standards.

The Premier felt that the opening of the Skyway would also place Hamilton foremost in harbour facilities among Great Lakes ports.

Traffic on the Skyway was toll-free for the first twelve days, with collection commencing at 12 o'clock noon on Monday, November 10.

The Burlington Bay Skyway and its approaches provides four-and-a-half miles of four-lane controlled access highway to replace the last remaining section of two-lane highway on the Queen Elizabeth Way between Toronto and Niagara Falls. The Skyway eliminates the bottleneck on the Q.E.W. caused by the 30-mile speed limit through the built-up areas of Burlington Beach and Hamilton Beach.