

MALL CENTRE FOR WINNIPEG

A multi-million dollar expansion and renewal plan for the heart of downtown Winnipeg, Manitoba, which will include one of Canada's outstanding bus depots was recently announced. The development, which is to be situated on the 2½-acre site, is to be known as the Mall Centre.

When completed, the area will include a bus depot, space for retail stores, a seven-storey, fully air-conditioned office building with two high-speed elevators, a three-floor "parkade" directly above the bus depot area, beauty parlors, barber shops, restaurants, entertainment facilities, and a variety of other retail stores.

At least 300 extra parking spaces for motorists will be made available by the "parkade", which will be constructed over the bus depot. The Park-M-All will be connected to the office tower for the convenience of tenants in the office building.

Every bus company which offers transportation to and from Greater Winnipeg will be using the facilities of the new structure. To speed up service, there will be 15 large loading bays for buses.

There will be entrances to the retail shopping area from the bus depot area. Elevator service from the office building will also connect the transportation centre for the convenience of the public.

UNINCORPORATED COMMUNITIES

The population of some 8,000 unincorporated Canadian villages and settlements of 50 persons or more, arranged in alphabetical order by provinces, are shown in a 1961 Census report issued recently by the Dominion Bureau of Statistics. It gives corresponding population counts of these communities from the previous 1956 Census where possible, and indicates their locations by county and municipal subdivision.

The villages and settlements included in the report are not municipally organized, and hence do not have any legal or official boundaries. Their population counts are based largely on locally-recognized limits, which may vary from census to census. In many cases, therefore, the figures are only approximate.

Not shown in the report is any unincorporated village or settlement whose population could not be separately identified from the remainder of the municipality, or unorganized territory, etc., in which it was geographically situated. For example, previously well-defined villages outside some of the larger cities can no longer be separately identified owing to population growth in the suburban fringes. Thus, the report does not, for the most part, list unincorporated communities within the boundaries of metropolitan areas.

NEW STAMP ISSUE

The Post Office Department has released information on the new two-cent and three-cent regular-issue Queen Elizabeth stamp, which will go on sale on May 2.

These stamps, bearing a portrait of the Queen executed by Ernst Koch of Montreal, are the last in a series of low-denomination stamps begun in October of last year. Each of the stamps bears, in the upper left-hand corner, a symbol of a segment of the Canadian economy.

On the two-cent stamp is portrayed a tree symbolizing Canada's forestry and forest products industries. The three-cent stamp has a fish, representative of the fishing industry. The colour of the two-cent stamp will be green, as with the present one, but the three-cent stamp will be purple. The Post Office has explained that the change in colour was necessitated by the confusion that resulted from the close similarity in colour of the present four-cent and five-cent stamps. At the same time as the change in colour, the Post Office Department also endeavoured to have the colours made much deeper and to secure inks in which the tonal values can be easily identified.

NEW COAST GUARD DEPOT SHIP

The Canadian Coast Guard's new 2,158-ton depot vessel "Narwhal", built at a cost of \$2,600,000, was launched recently at the yards of Canadian Vickers, Montreal. On completion, the vessel will be based at the Department's marine agency at Dartmouth, Nova Scotia.

The "Narwhal" will provide living quarters for 60 stevedores at the various Arctic ports of call where large quantities of cargo have to be put ashore, and will also house machine-shop facilities needed for repairs to ships and equipment engaged in the rugged business of Arctic cargo handling. In the past, owing to a complete lack of shore housing facilities, stevedore crews had been accommodated in various other Coast Guard vessels, aboard which temporary housing arrangements had to be made. The new ship would leave these vessels free for assignment to other duties for which they were greatly needed.

DESIGN DETAILS

CGS "Narwhal" was designed by the Department of Transport Shipbuilding Branch to meet Lloyd's Register of Shipping Class II requirements for navigation in ice. It was built to the approval of the Board of Steamship Inspection requirements for home-trade voyages, Class I. It has an icebreaking stem and an ice knife on the stern. Its stevedore accommodation can be removed to provide storage for buoys or other cargo in the hold. This will enable the ship to carry out lighthouse-supply and buoy-tending duties as well as some light ice-breaking during the winter months.

The propulsion machinery of the "Narwhal" consists of two marine diesel engines, each developing 1,000 B.H.P. She will carry one motor lifeboat, a combined motor workboat-lifeboat and two special 56-foot landing craft. A 40-ton derrick is provided for handling the landing craft and heavy cargo.

The ship has the latest in electronic navigation and communication equipment. Provision is made for accommodation of a doctor and hospital facilities.

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