

ing the results of this method, in co-operation with the North Western Pulp and Power Ltd. at Hinton and the Alberta Department of Lands and Forests.

Attention is focused on the possibilities of survival and growth of the seedlings. Mr. Walters used a spring-triggered planting gun in his original trials, but there are possibilities of developing various types of mechanical devices employing the plastic bullets.

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### INJURIES IN THE FEDERAL SERVICE

More than 18,000 employees of the Federal Government suffered injuries on the job during the fiscal year 1962-63, according to a preliminary report on work injuries in the federal public service recently issued by the Department of Labour.

While most of the injuries were minor, 6,273 were serious enough to keep employees away from work. The number of actual days lost during the year was more than 10,000, equivalent to the year-round employment of 420 persons.

During the twelvemonth, 17 government employees were killed on the job, and another 18 suffered permanent disabilities for which they are receiving continuing compensation.

On the basis of the number of people covered, one federal employee in 13 had an accident of some kind during the year, and one in 39 lost time as a result. About one in 2,250 had a claim for permanent disability and about one in 14,000 died as a result of an accident on the job.

The report covers 227,000 employees of government departments, Crown corporations and other federal agencies throughout the country. These are protected by the Government Employees Compensation Act, which provides for accident compensation to federal employees through the facilities of provincial workmen's compensation boards.

### HAZARDS OF FEDERAL EMPLOYMENT

Federal employees work at just about every kind of job found in Canada, including some found only in the public service. Their jobs often take them to the most remote parts of the country.

Many of these jobs are more hazardous than the average. For instance, government employees work on surveys by air, land and water. They work under water on projects connected with harbours and defence. Some mine or process radioactive materials, others manufacture munitions. Many work on research and development of explosives, chemicals, or weapons.

Most of the year's accidents, from bruised shins to broken necks, had one thing in common, the Department of Labour said. Like most industrial accidents, almost all could have been prevented by a little more caution by the injured persons, or by a better application of proven safety practices by their supervisors.

### ACCIDENT PREVENTION

The Accident Prevention and Compensation Branch of the Department, which offers a safety advisory

service to government departments and agencies, reports that a number of them are achieving some success in reducing accidents, although the ratio of accidents to employees has remained fairly constant in recent years for the whole government service. However, government jobs continue to change and grow more complex, and the Branch says that accident prevention must be promoted much more vigorously in the future to ensure the safety of government employees and to reduce and direct and indirect costs of accidents.

Direct costs of accidents during the year, including compensation, hospital and medical costs, and administration expenses of provincial workmen's compensation boards, totalled about \$3,690,000, or \$16 for every employee covered by the Act. This was about 8 percent higher than the year before.

Indirect costs of industrial accidents are even more serious in the long run, according to the Branch. These indirect costs, caused by lost time, disruption of work, and damage and loss of material and equipment are estimated at four times the direct costs.

Thirty federal bodies reported no accident claims at all during the year. However, no large departments were in this group, which included the Library of Parliament, the Supreme Court of Canada, and a number of boards and commissions.

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### NEW BERTHS AT CHURCHILL HARBOUR

Ceremonies at the harbour of Churchill, Manitoba, on August 1 will mark the completion of the wharf-extension project launched in 1961 by the National Harbours Board.

The two new berths, which are to be officially opened by Mr. Arthur Laing, the Minister of Northern Affairs and National Resources, will be named after two companies whose long association with Churchill harbour has contributed greatly to the growth of trade at the port. The ceremony will coincide with the Hudson Bay Route Association tourist excursion, which will be in Churchill at the time.

The 575-foot downstream section of the wharf extension will be named the "Dalgliesh Berth" after R.S. Dalgliesh Limited, Newcastle-on-Tyne, the first shipping line to carry grain cargoes from Churchill when the port was opened in the 1930's. The company's chairman, Mr. Peter Dalgliesh, who will be present at the ceremony, has been a consistent supporter of the northern route over the years.

The upstream section, 325 feet long, will be named "Wolfe Berth". Wolfe Stevedores Limited was the first stevedoring firm to operate at Churchill, and has been actively engaged at the port through the years.

This expansion programme, which also provides a new 300-foot coastal berth, included dredging to widen the turning basin by 200 feet and deepen the approach channel to a depth of 30 feet. The longer wharf will accommodate five ocean vessels alongside at one time and allow more efficient handling of the larger ships now calling at Churchill.