

ARCTIC TRANSPORT

The Department of Transport has successfully concluded the largest Arctic supply project in its history, delivering nearly 77,000 tons of supplies to ports of call in Canada's Far North, Department officials have stated.

Throughout the summer, a fleet comprised of 13 Department of Transport vessels, 22 chartered ships and more than 125 barges, landing craft and tugs, plied the ice-littered harbours and sea lanes from Montreal and Churchill in Hudson Bay, to Eureka on Ellesmere Island.

The Department's supply job this year was nearly twice as big as in previous summers, including for the first time the sea supply of DEW Line bases in Foxe Basin. These previously had been served by United States shipping.

The main sites to which the Department carried cargoes, in addition to the Foxe Basin ports, were the Mid-Canada Line locations in Hudson Bay, Joint Canadian-U.S. Arctic weather stations, some 30 other outposts and Frobisher Bay, the last-mentioned fast becoming Canada's No. 1 Arctic community.

More than 1,000 men, in addition to the regular crews of the ships, were taken north by ship and plane to help in the gigantic task of getting the mountains of supplies and shiploads of oil to shore at the various ports of call. At most stopping places the ships had to have with them the necessary landing equipment such as barges, fork lifts and trucks, since apart from Churchill and Frobisher the ports are without loading and dock facilities of any kind.

Cargoes of the supply fleet ranged from gasoline, fuel and diesel oil--the very lifeblood of Arctic operations--to housing materials, foodstuffs and everyday needs of the people who live there. Ice conditions caused delays in getting shipments ashore at some of the ports of call, but fortunate continuance of generally fair weather helped speed the 'round-the clock unloading operations, once they were able to get started. This was a matter of prime concern, since every hour of delay is a serious matter in remoter regions where navigation is possible only for a period of perhaps three weeks.

Department of Transport vessels taking part in this year's expanded operations included

the northern supply ship C.G.S. "C.D. Howe"; the icebreakers "d'Iberville", "N.B. McLean", "Montcalm" and "Ernest Lapointe"; the light-house supply and buoy vessel "Edward Cornwallis" and six large powered landing craft, capable of sea voyages.

The icebreakers played a major role in operations, since there were frequently times and places where wind and weather had blown drifting ice together to jam sea lanes and harbours. Under such conditions the general cargo ships and tankers could proceed only when the powerful icebreakers cleared a path for them. Progress under such conditions was slow but steady, and in all cases cargoes were delivered safely.

The "C.D. Howe" took cargo to more than 30 Eastern Arctic ports, her semi-icebreaker hull enabling her to make good speed where ordinary ships could not travel safely.

Apart from carrying everything from a Peterhead schooner to caribou hides in her more than 1,000 tons of cargo, she served as base of operations for the Government's Eastern Arctic Patrol, which supervises the interests of health, welfare and law and order in the Arctic settlements. More than 2,000 Eskimos were brought aboard the ship at the various ports for medical examination and the native settlements were visited by medical and welfare staffs from the Departments of Northern Affairs and National Health and Welfare, who travelled on board.

All told, the Department of Transport vessels carried more than 450 passengers to and from the Arctic and between ports of call. They included personnel of the Transport and other departments going to and from assigned posts in the Far North, Royal Canadian Mounted Police, trading company staff members, missionaries and a good many Eskimos.

The summer's Arctic operations began when, on June 28, the "C.D. Howe" and "N.B. McLean" sailed out of Quebec. From then until the last days of September, Department and chartered vessels plied the Arctic waters steadily.

The icebreakers "N.B. McLean" and "Montcalm" and two or three smaller vessels remained as long as navigation was possible, rounding out the supply job and seeing that commercial shipping was escorted safely out of northern waters before winter freeze-up came. This job finished, they too returned south.

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EDUCATIONAL STUDY

The University of Toronto, helped by a \$90,000 grant from the Carnegie Corporation of New York, is launching a study programme to find out what becomes of Grade IX pupils in all public schools in Canada and in as many

private schools as will co-operate in the project. It is estimated that almost three quarters of the brightest pupils leave the High Schools before finishing the course.

The study, under the direction of Professor R.W.B. Jackson, Director of the Department of Educational Research at the Ontario College of

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