

increased by 292,000 or 4.6 per cent. Most of the advance was distributed between manufacturing and community, business and personal service.

All regions shared in the year-to-year advance in employment; the largest percentage increases were in British Columbia and Quebec.

UNEMPLOYMENT

Unemployment increased by 43,000 to 238,000 during October and November. The November estimate was 18,000 higher than last year's figure.

About four-fifths, or 188,000, of the total unemployed had been out of work for three months or less. Some 24,000 had been seeking work from four to six months and 26,000 for seven months or more.

Unemployment in November represented 3.2 per cent of the labour force, compared to 3.1 per cent in November 1965 and 3.7 per cent in November 1964. Seasonally adjusted, the November 1966 unemployment rate was 3.7 per cent.

AID TO PAKISTAN

Pakistan and Canada have been in development partnership since the beginning of the Colombo Plan — 15 difficult years in which both the industrial strength of Pakistan and the volume of Canada's aid have expanded considerably.

The total assistance flow between the two Commonwealth countries has amounted to more than a quarter of a billion dollars. This has included \$45-million worth of food and \$55 million in metals, asbestos, fertilizer and pesticides, pulp and paper and other essential industrial commodities. Almost \$100 million has been represented by the capital costs of major construction works. Under Canada's various programmes of technical assistance, 523 young men and women from Pakistan have received academic and practical training in Canadian institutions and 42 Canadian advisers and teachers have served in Pakistan.

Canada's involvement in Pakistan's three five-year development plans has been chiefly in agriculture and power development, ranging from the provision of aircraft for crop-spraying and locust control, to a land use study in the Chittagong Hills and from the giant Warsak Dam of 1960 to the nuclear-powered generating plant at Karachi, scheduled for commissioning in 1970.

In the current year, Canada's aid programme to Pakistan will amount to a total of some \$26,139,000.

DEBUT OF MIGHTY ICEBREAKER

The Department of Transport has announced that Canadian Coast Guard Ship *Louis S. St. Laurent*, the

most powerful conventionally-powered icebreaker in the world, was launched recently in Montreal.

The triple-screw icebreaker, named after a former Prime Minister of Canada, was sponsored by Mrs. L.B. Pearson, wife of the Prime Minister.

The ceremony was attended by Prime Minister Pearson, Mr. St. Laurent, Mr. J.W. Pickersgill, Minister of Transport, members of the Cabinet and Privy Council, Mayor Jean Drapeau of Montreal, senior officials of the Department of Transport, and by representatives of marine and shipping circles in the Montreal area.

CCGS *Louis S. St. Laurent* is scheduled for completion in the spring of 1968 and will be assigned to service in Arctic and Eastern Canadian waters.

FISHERIES TRAINING STUDY

Soviet, Norwegian and British methods of training recruits for the fishing industry will be studied during the next few weeks by a group of Canadian federal and provincial officials engaged in fisheries vocational training and administration. The group arrived in Moscow on November 23 for a two-week study of Soviet methods of selecting and training fishing personnel. Afterwards, they will visit training institutions in Norway and Britain, where some members will go to Southampton, others to Hull and Grimsby.

The tour is the result of a proposal made by the Federal-Provincial Atlantic Fisheries Committee and, under a reciprocal arrangement, a group of Soviet fisheries officials will visit Canada early next year to study training methods used here.

HELICOPTER SERVICE STUDIED

According to a report published recently by the Department of Transport, a scheduled or regular helicopter service on a self-sustaining basis is not yet practicable in Canada, but the proposal should be reconsidered in another five years.

The report examines the estimated costs and revenues of three hypothetical helicopter services in the Toronto, Montreal and Vancouver areas. A complementary report was published recently by the Air Transport Board.

In suggesting subsequent studies, the researchers point out that the situation will probably have changed considerably within the next five years. A greater potential market, higher incomes and increasing road congestion may make more attractive such speedy shuttle service as helicopters can provide.
