

C.W.B. July 30, 1948)

OLDER WORKER PROBLEM: The problem of employment for workers over 45 years of age has grown more serious in the last twelve months, according to Arthur MacNamara, Deputy Minister of Labour.

In April of this year, 30.1 per cent of all job applicants registered with the National Employment Service were 45 or over, a total of 49,777 persons, as compared with 29.2 per cent or 48,351 persons a year ago. In four selected occupations -- clerical, metalworking, construction and service -- more than 50 per cent of the applicants were male workers 45 or over.

Mr. MacNamara pointed out that in spite of an active campaign aimed at finding suitable employment for these "senior citizens", carried on by the Department of Labour and the National Employment Service in co-operation with the Department of Veterans' Affairs (as the problem applied to older veterans), too many employers were discriminating against the older worker on the score of age alone. They are failing to take advantage of the mature judgment, skill and responsibility that the older worker can offer.

People in this age group are normally expected to play a large part in community and national affairs, the Deputy Minister stated. In spite of this they run up against an arbitrary age barrier when they try to find a job -- a barrier which is not justified by the known facts.

AIR CRASH PROBE: The Hon. Lionel Chevrier, Minister of Transport, announced on July 26, that a board of enquiry has already commenced preliminary investigation into the air crash of the DC-3 at Cap des Rosiers on Saturday July 24.

The two man board of enquiry is presently at Gaspé, Quebec, and comprises J.L. Blondeau of Montreal, district inspector, air regulations, Department of Transport, as chairman, and D.T. Jackson, senior aircraft inspector of the Department of Transport at Montreal.

The investigation commenced on July 26 at Gaspé. The aircraft, a DC-3, was registered as CF-FKY. The pilot, Emmerson Mills, and co-pilot, Ross Miles, and twenty-six passengers were killed in the crash.

AIDE-DE-CAMP TO THE GOVERNOR GENERAL: Captain Herbert S. Rayner, D.S.C. and Bar, R.C.N., of Bedford, N.S. whose appointment as Commanding Officer Canadian Services College, at Royal Roads, B.C. was announced on June 25, has been appointed Aide-de-Camp to the Governor General, Viscount Alexander, it was announced on July 27 by Hon. Brooke Claxton, Minister of National Defence. In this capacity Captain Rayner succeeds Commodore Wallace B. Creery, C.B.E., R.C.N., Vancouver, B.C., and will assume his new duties on July 30.

Until recently Captain Rayner has been commanding officer of the Naval Air Section at Dartmouth, N.S. but relinquished that post less than a month ago. He is at present on leave prior to taking up his appointment at H.M.C.S. "Royal Roads".

BUTTER SITUATION: Creamery butter production in June reached a total of slightly over 44,500,000 pounds, almost 1,500,000 pounds above the quantity produced in the corresponding month last year. The dairy butter make was approximately 6,500,000 pounds, while whey butter fell to 264,000 pounds. The creamery butter and dairy butter output increased, while whey butter production showed a decline of almost 20 per cent.

The total supply of butter -- creamery, dairy and whey -- represented by stocks at the beginning plus June production, amounted to approximately 63,000,000 pounds, a decline of about 10,500,000 pounds in comparison with the total supply reported in June, 1947. Despite some improvement in production during the past two months, the quantity made was insufficient to balance up the deficit caused by heavy withdrawals from storage during the period of low production. At the same time, the stock holdings of 31,000,000 pounds on July 1 as compared with 43,000,000 at the same date in 1947, shows a closer percentage relationship to the previous year than that indicated a month ago.

The domestic disappearance of all butter in June was the highest for any month so far this year. The disappearance of nearly 32,000,000 pounds may be compared with 30,000,000 in the preceding month and in June, 1947. Rationing restrictions, of course, were not removed until June 7, 1947. In pounds per capita, the domestic disappearance of June this year was 2.48 pounds as against 2.33 pounds last month and 2.39 pounds in June last year.

WHEAT MARKETINGS: Stocks of Canadian wheat in store or in transit in North America at midnight on July 15 amounted to 41,569,200 bushels as compared with 46,016,900 on July 8 and 59,388,300 on the corresponding date last year, according to the Bureau of Statistics. Deliveries of wheat from the Prairie Provinces during the week totalled 1,537,300 bushels as against 2,507,900 in the preceding week.

Overseas export clearances of wheat during the week ended July 15 amounted to 3,300,200 bushels compared with 4,533,600 in the corresponding week last year.

BORDER TRAFFIC: Highway traffic at the Canada-U.S. border in May advanced 15 per cent over the corresponding month last year, representing a slightly larger advance proportionately than that recorded in the first four

months of the current year. American traffic entering Canada was 24 per cent greater than in May 1947, but Canadian traffic returning from the United States was six per cent smaller.

The aggregate number of border crossings in May was 757,900, consisting of 574,200 foreign entries and 183,700 Canadian vehicles returning. Of the foreign inflow, 134,400 vehicles entered on traveller's vehicle permits, 423,900 were non-permit or local entries, and 15,900 were commercial vehicles. The Canadian traffic comprised 14,800 units remaining abroad for more than 24 hours, 158,600 staying for shorter periods, and 15,300 commercial vehicles.

CARLOADINGS: Carloadings on Canadian railways for the week ended July 17 increased to 77,702 cars from 76,558 cars in the preceding week and 77,286 in the corresponding week last year. Grain and grain products were much lighter than last year. Live stock declined from 2,049 cars in 1947 to 1,574 cars, autos, trucks and parts from 1,114 to 783 cars, and l.c.l. merchandise from 17,941 to 17,577 cars. Coal increased from 4,864 to 5,671 cars, ores and concentrates from 3,162 to 3,755 cars, pulp wood from 5,678 to 6,190 cars, gasoline and oils from 4,383 to 5,198 cars, and manufactured iron and steel products from 1,154 to 1,335 cars.

Loadings of railway revenue freight in June totalled 342,000 cars as compared with 325,000 in May and 332,000 in the corresponding month last year. During the first half of this year, 1,927,000 cars were loaded as compared with 1,865,000 in the similar period of 1947.

OPERATIONAL TRAINING UNIT: Formation of a Fighter Operational Training Unit for the RCAF at St. Hubert, Montreal, was announced July 27 by Hon. Brooke Claxton, Minister of National Defence. The OTU, which is to be formed Sept. 1, is to have two main functions. Pilots already having earned their wings will be converted to Vampire jet fighters and will be trained in interceptor air defence operations. In addition, training will be given to operations room control staff. Pilots will be posted to operational fighter squadrons on completion of the course.

Pilots and ground staff at the OTU using modern planes and equipment, and with the aid of radar, will learn techniques similar to those that saved the Allies during the Battle of Britain. Co-operation of ground plotters and radar workers and fighter pilots, enabled Allied aircraft to be on the spot at altitude, when enemy bombers arrived. The Vampire with its high speed and rate of climb is admirably suited to this type of work.

Announcement of the new training unit follows previous statements that one of the operational roles of the RCAF in future will

be field fighter squadrons capable of being employed in the interception of possible enemy bomber aircraft. At the same time the RCAF proposes to keep abreast of modern bomber techniques, a bomber squadron being slated for activation as part of the peacetime organization of the Regular Air Force. In addition, two of the Auxiliary Squadrons now operating at Saskatoon and Edmonton -- are tactical bomber units.

St. Hubert, home of the new training unit, was used during the war mainly as a Service Flying Training School, where single engine pilots were given advanced training. It is presently the home of the two Montreal Auxiliary Squadrons, 401 and 438, which will continue to operate from there.

SPECIALIZED TRAINING: Another forward step in the training of technical officers of the Royal Canadian Navy was marked recently when five junior electrical officers completed periods of duty in major commercial electrical concerns, during which they received specialized training in all phases of industrial electrical engineering.

These officers were selected from among students taking courses for degrees in electrical engineering at various Canadian universities. They receive the full pay of their rank while attending university and on completion of their studies become full-time officers of the R.C.N.

Following their industrial training, of which they must have 1200 hours before graduation, the electrical officers were appointed to the aircraft carrier H.M.C.S. "Magnificent", for further training.

WAR ASSETS APPOINTMENT: James David Gardner, of Ottawa, has been appointed Director of the Lands and Buildings Department of War Assets Corporation, it is announced by H.R. Malley, Vice President and General Manager of the company. He succeeds G.H.S. Dinsmore, formerly of Toronto, who resigned from the Corporation to enter private business in Montreal.

EMPLOYMENT AND PAYROLLS: Employment and payrolls in leading establishments in the major industrial groups showed considerable expansion in activity at the beginning of June, in all provinces except New Brunswick where no change on the whole was reported, according to preliminary figures released by the Bureau of Statistics. The advance index number of employment in Canada, based on 1926 as 100, stood at 102.7 as compared with 186.5 at May 1, and 102.5 at June 1, 1947. This year's June 1 figure was the highest in the record for early summer. Improvement was reported in logging, mainly as a result of the river driving operations in New Brunswick, Quebec and Ontario.