

Observations will be made by specialists of the Meteorological Branch ice-reconnaissance unit, which has been engaged in this work since 1957.

Ice reconnaissance, in support of shipping in ice-congested waters, is carried out during every month of the year from the eastern Canadian seaboard to the Hudson Bay route and the Arctic Ocean. Reports on ice conditions are transmitted by radio to Canadian coast guard ships as well as to ice-forecast offices in the areas of operation and the ice central at Halifax. The ice observations provide the basis for forecasting ice conditions affecting shipping. Distribution of ice reports and forecasts to the users is made by means of teletype, radio and facsimile.

The DC-4 aircraft, which have been modified extensively, have a range of more than 2,500 miles and carry safety fuel reserves. They are fully equipped for instrument flying and are capable of operating under all weather conditions including the extremely low temperatures in the Canadian Arctic.

DOT civil aviation and telecommunications and electronics specialists have assisted the Meteorological Branch in developing specifications for aircraft and specialized equipment required for the ice-reconnaissance operation.

STRATFORD COMPANY TOUR

Michael Langham, Artistic Director of the Stratford Festival Company, has announced that the Company will make its first tour of Canada as part of the centennial celebrations.

Two comedies, Shakespeare's *Twelfth Night*, and *The Inspector General* by Nikolai Gogol, will be presented during the six-week season beginning in February.

Mr. Langham says that *Henry V*, will be presented on the CTV network from coast to coast early in January. The production will be directed by Mr. Langham himself, who also directed the play at Stratford. Designs are by Desmond Heeley. The programme will be telecast in full colour.

The national tour, which will include most of Canada's ten provinces, will open on February 15 in Calgary. The Company will visit other Western Canada centres before extending the tour into the Atlantic Provinces and other cities in Eastern Canada.

NATIONAL FORESTRY CONFERENCE

Among the conclusions reached by the National Forestry Conference, convened earlier this year at Montebello, Quebec, by the Department of Forestry was that, in order to meet future wood requirements in Canada, every acre of productive forest land must work to full capacity and forest losses by fire, insects, and diseases must be reduced. The conference, which brought together representatives of

provincial governments, the forest industries and their associations and the universities to discuss the welfare of Canadian forestry, estimated that the annual demand for wood products by the year 2000 would be four times the current 3.2 billion cubic feet.

F.S. McKinnon, British Columbia Deputy Minister of Forests, summarizing discussions on the state of the forest resource, said that the general level of intensity of forest management left much to be desired. He cited silviculture and access as areas in which Canadians had failed to meet the challenge. "Construction of forest-access roads is considered inadequate to meet all uses of forest land, and the current projects require enlargement," Mr. McKinnon said.

Concern also centred, he added, on the loss of productive forest land for development of uneconomic farm units, thereby reducing the potential of forest production. He also recommended a programme of detailed land and forest surveys, observing that, "although general figures are now available for broad management planning, this type of survey cannot provide the detailed information needed for operating purposes".

PROGRESS OF SEAWAY STUDIES

Montreal port authorities and representatives of the National Harbours Board were recently taken on a tour of the Department of Transport's hydraulic model at Ville LaSalle, Montreal, to show them the progress of studies aimed at improving navigation facilities in the St. Lawrence Ship Channel.

The first concern of the Department, according to Mr. Gordon Stead, Assistant Deputy Minister, Marine, is to bring the navigation facilities up to date. Investigations have already shown how some improvements can be carried out. The reconstruction of the weirs at Sorel and the widening of the channel from Montreal to Verchères are two improvement projects that are now well advanced.

FUTURE NEEDS

The model studies also take into account the future needs of shipping. The main concern in this respect is the kinds of ship that can be expected to use the St. Lawrence River-Great Lakes system in the years to come and the improvements needed to accommodate them. "It is imperative," stated Mr. Stead, "that any improvement project should facilitate and not impede in any way the winter flood-control programme of the Department of Transport. It is equally important that there should be no interference with water pollution abatement programmes. "Costs of the various projects under study have not yet been precisely determined, but they would be of such magnitude as to warrant particularly careful economic appraisal," he added.

Details of the various improvement projects were given to the representatives of the Montreal Port Council and the National Harbours Board by the model study specialists and engineers of the Department of Transport during their visit.