

other institutions, as well as in industry for training on the job, and are a means of evaluating a person's previous experience in a trade.

REASON FOR HASTE

A stepped-up programme to analyse trades has been implemented to coincide with the increased emphasis on vocational and technical training, which will see the expenditure this fiscal year by the Federal Government of more than \$45 million for new and expanded training facilities and in support of various training programmes and other projects being implemented by the provinces.

Work is well advanced on the analysis of the lineman's trade (electric power utility). A committee has been selected and the study is expected to be completed early in 1962. Revisions of three other trade analyses are being made - machinist, motor vehicle repair, (mechanical) and carpentry. These will be completed by late fall. Work on the preparation of teaching aids is progressing. Thirty-two information sheets on the plumbing trade have already been finished and circulated and an additional 34 will be published shortly. This project, sponsored by the Master Plumbers' Association, is being carried out in co-operation with provincial and federal training officials. The possibility of preparing similar information sheets for the air-conditioning and refrigeration trade and the motor-vehicle repair trade is being studied.

Trades covered in the series of analyses to date are: bricklaying; carpentry; cooking (commercial); electrical (construction); heavy-duty equipment repair (body); motor-vehicle repair (mechanical); painting and decorating; plastering; plumbing; radio and television repair; sheet metal; steamfitting; toolmaking; and welding (gas and arc).

In addition to their use in Canada, certain trade analyses are being used in Japan, Formosa, China, the Philippines, Malaya, Burma, Hong Kong, Ceylon, India, Pakistan and sections of the United States.

NEW NORTHERN FERRY

Northern Affairs Minister Walter Dinsdale announced in Edmonton on August 3 that a 60-ton steel ferry, the "Johnny Berens", would go into service next day across the Mackenzie River at Fort Providence, Northwest Territories.

Ferry service completes the 683-mile Mackenzie Highway System from Grimshaw, Alberta, to Yellowknife, gold capital of the Northwest Territories, a vital link between southern Canada and the north.

"The new ferry" Mr. Dinsdale said, "will improve service to all travellers over the Mackenzie Highway system and reduce the traffic bottleneck that has existed since the Highway was opened. I am happy that it should have been named after the famous river pilot, Johnny Berens."

Mr. Berens, for 47 of his 83 years, was a river pilot for the Hudson's Bay Company and piloted such well-known ships as the "Wrigley II", "Mackenzie River", and "Distributor" on the 1250-mile run from Fort Smith to Aklavik. Berens was born at Fort Simpson, the son of a company employee, and one of his sons, Frederick, followed in his footsteps as a river pilot. Many of Berens's descendants still live in the Territories, where he died in 1954.

The Mackenzie Highway system within the Northwest Territories comprises the Mackenzie Highway from the Alberta border to Fort Providence, the Hay River Highway from Hay River to Enterprise, and the Great Slave Highway from Fort Providence to Yellowknife, as well as a number of secondary access roads connected to these main highways. The Great Slave Highway, 163 miles in length, has been used by traffic since the fall of 1960, and the "Johnny Berens" replaces the MV "Snare" which has been providing temporary ferry service at Fort Providence.

The ferry was designed by a naval architect, Robert Allan, of Vancouver, and built in Hay River by Rimmer & Sons Construction, of Edmonton, for the Department of Northern Affairs and National Resources.

MAIL-HANDLING EXPERIMENT

Sweeping changes in methods of handling newspapers and magazines are under study in an important experiment being carried out by the Post Office Department in co-operation with major Canadian publishers, it was announced recently by Postmaster General William Hamilton.

The experiment, at present confined to major publishers in Montreal and Toronto, is expected to result in savings in mail handling costs estimated at up to a million dollars a year. It is also expected to produce improvements in the speed of handling newspapers by mail. Canadian publishers, Mr. Hamilton said, were enthusiastic about the test and were offering their fullest co-operation.

In the experimental operation, newspapers will no longer be weighed and rated at the Post Office before being sorted for onward transmission. Instead, postage rates will be calculated from the publishers records which will be audited by the Post Office Financial Branch.

Cutting out the weighing operation will save hundreds of thousands of man-hours at major Post Office terminals, Mr. Hamilton said, and will permit newspaper publishers to meet mail despatch deadlines which were formerly impossible. In addition, he noted, the Post Office will have a more accurate record of newspaper mailings and postal revenues will be more closely protected.

Mr. Hamilton said that the experiment could eventually be extended to all holders of second-class mailing privileges in Canada.