

at the end of last year, the Corporation has received applications for similar extended credit contracts totalling more than a quarter of a billion dollars."

Mr. Hees stressed the importance of the credit transaction to Canadian trade and employment. Production and delivery of the mill equipment, he pointed out, would greatly boost Canadian exports to Chile -- which in 1960 totalled \$6.6 million -- and would also create more than one million man hours of work for Canadians.

Most of the mill equipment will be manufactured in the Inglis Company plants at Toronto; the balance will be purchased from other Canadian sources. Production of the equipment is scheduled to commence next month, with delivery to be completed early in 1963. The mill is expected to begin operations in October of 1963.

STAMP COLLECTORS HARRY DOT

A sudden upsurge in the desire to collect Arctic postal-station cancellations has resulted in carloads of unwanted letters being dropped into already stuffed Department of Transport "in" baskets.

Although the fad is not new (small numbers of these requests dribbled in in the past and were carried by northbound ships of the Canadian Marine Service), this year the situation got out of hand. Beginning early in February, thousands of letters, addressed in a variety of ways, found their way to the office of Captain E.S. Brand, Director of Marine Operations. Collectors round the world had been alerted by philatelic journals about Canada's unique Arctic postal stations, and all wanted one, or a dozen-and-one, cancelled covers for their collections.

Dealers, too, thought they would take advantage of the "service". Some sent detailed instructions to ships' captains asking that a series of as many as 32 envelopes be posted on successive days from different spots along the route - starting in Montreal and northward to Padloping Bay, Alert and Eureka. Some went so far as to instruct the captains to "use the handstamp containing the ship's name and date to apply a clear, but dark, impression in the left-hand corner and autograph the envelope". They suggested, further, that, if no postal service existed at a certain place, the envelope be stamped on the day the ship was there and held for mailing at the next post office. To carry out such requests would require the full-time services of a postal clerk aboard each CMS vessel.

HANDLING THE PROBLEM

Transport officials, after consulting the Post Office, decided that all such mail be opened, stamped to show receipt, and turned over to the Post Office Department's philatelic section. There it was to be recorded and returned to the sender with a letter explaining that when a vessel docks in an Arctic post her officers are too busy to become part-time postmen.

Although it would be impossible to read every one of these letters, a spot check on one particular batch turned up some curious "case histories".

An Austrian collector, realizing that his requests would mean extra work for many people, included

complete sets of his country's stamps in case his "mailmen" were collectors themselves. A discouraged philatelist from Smiths Grove, Kentucky, said he had been trying for four years to obtain an Arctic postmark. This year he tried the "personal" approach. He addressed his letter to the purser of a vessel, imploring that the envelope be returned with an Arctic cancellation. He got it back all right - but with an Ottawa postmark.

One New York City collector might be well-advised to hang on to the Canadian stamps he used on his self-addressed envelopes. They represented more than 50 years of Canadian issues, several from the reigns of Queen Victoria, George V and VI and others of 1930 vintage showing the two young princesses.

Some requests were written in German and Dutch. Others included coins in lieu of Canadian stamps.

Some letters contained commemorative covers issued by an enterprising dealer in anticipation of the maiden voyage of the CMS "John A. Macdonald". Attractively printed in blue on white, they bore a 1961 date. The only hitch was that the "John A." left last year.

By refusing all requests, it is hoped to discourage stamp journals from publishing details of the names and sailing dates of CMS vessels.

A postal official recalls a similar situation a few years ago, when these magazines pointed out that the longest postmark available on the North American continent was "East Side of Ragged Island, Nova Scotia". The postmaster, who was swamped by requests for cancelled covers, was protected by the ruling that employees are prohibited from complying with such requests. As refusals went out by the hundreds, requests became less frequent, and today they number only one or two a month.

PRINTING TRADES IN 1959

Sales or shipments by the printing-trades industries reached a new peak of \$740,016,000 in 1959, up 7.8 per cent from the preceding year's \$685,987,000. The revenue for periodicals, printed and published, climbed 6.5 per cent to \$302,534,000; general commercial and specialty printing 7.2 per cent to \$369,419,000; and specialized services or trade work 11.8 per cent to \$68,063,000. Estimated production and the value added both were up by more than 8 per cent to \$742,556,000 and \$505,999,000 respectively.

Revenue earned by newspapers, magazines and other periodicals printed in publishers' own plants climbed to \$302,534,000, from \$283,962,000 the preceding year. Advertising -- the main source of revenue -- brought in \$223,088,000, subscriptions and sale of publications, \$79,446,000. Of the total revenue, approximately 75 per cent (\$225,446,000) was accounted for by daily newspapers.

Combined revenue accruing to publishers of newspapers, magazines and other periodicals, whether printed in the publishers' own plants or not, climbed from \$351,535,000 in 1958 to \$377,157,000; combined revenue from advertising alone rose 8.4 per cent to \$282,953,000.