



CANADA

# CANADIAN WEEKLY BULLETIN

INFORMATION DIVISION • DEPARTMENT OF EXTERNAL AFFAIRS • OTTAWA, CANADA

Vol. 19 No. 27

July 1, 1964

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## YEARLY ARCTIC SUPPLY

Eighteen ships of the Canadian Coast Guard are being made ready for the Department of Transport's 1964 Arctic supply operations, which will get under way early in July. From that time until late October, the "Red-and-White Fleet" will be busy in waters extending from the southern shores of James Bay to the edge of the permanent Polar ice. They will be escorting government-chartered cargo ships carrying the annual shipments of vital supplies to weather stations and defence outposts. They will take medical and welfare teams from the departments concerned with the well-being of the Eskimo population to the scattered northern settlements to carry out their annual surveys. When the cargo-moving work is done, scientific groups from government departments concerned with Arctic research will be busy with hydrographic, oceanographic and related studies, using the ships as their bases of operation.

One ship will be engaged in the establishment and maintenance of aids to navigation on the Labrador coast and the shores of Hudson Strait.

When the season has ended, an estimated 100,000 tons of supplies of all types will have been handled by the fleet and the freighters it shepherds northward. In addition, its ice-breakers will have provided escort to transatlantic commercial ships carrying cargo between Churchill, Manitoba, and European ports through Hudson Bay and Hudson Strait.

One group of Coast Guard ships, the shallow-draft "northern supply vessels", will handle a considerable quantity of cargo that must be discharged at ports of call into which deep-draft commercial ships cannot venture. These ships are former wartime

tank-landing craft and for the most part handle bulk oil products. Only small amounts of cargo are carried aboard the other Coast Guard ships, destined to points where delivery by the chartered commercial ships would be impractical.

At the principal points of call, such as Frobisher Bay, Resolute Bay and Hall Beach in the Eastern Arctic, the cargo is carried aboard the chartered freighters and tankers. Stevedores are taken north to handle the cargo landing and are housed aboard the new depot ship, CCGS "Narwhal", during these operations.

### WESTERN ARCTIC

In the Western Arctic, the cargo shipments are taken down the Mackenzie River and moved along the Arctic coastline as far east as Spence Bay and Shepherd Bay on Boothia Peninsula. They are carried by barges, which are given ice-breaker escort by the Coast Guard ship "Camsell", which is based at Victoria, British Columbia.

The most northerly point to be visited is Tanquary Fiord, in the heart of northern Ellesmere Island. Unless ice conditions make it impossible, the ice-breaker "d'Iberville" will call there after visiting the nearby Joint Canadian-U.S. Arctic Weather Station at Eureka late in August. At the same time, the fleet's largest ice-breaker, the CCGS "John A. Macdonald", will be ranging westward into M'Clure Strait, and possibly Beaufort Sea, while scientific parties on board carry out hydrographic studies of the previously-uncharted waters. The degree to which such undertakings can be carried

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