

easy to choose. Good building ground is needed and Aklavik needs to have an airfield. For three months of every year it is now virtually cut off from the outside world. Its isolation can be more than an inconvenience.

Should a disaster strike Aklavik, such as extensive fire or disease, no aircraft could land during break-up or freeze-up each of which lasts up to six weeks. No airfield could ever be built near the present site and it would be impossible to build a road in. When Aklavik moves it is hoped that it will be possible for the first time to develop an airfield and good local roads. On the basis of the findings next summer, officials, in consultation with local citizens and the missionaries, who run hospitals and schools at Aklavik, will have to decide where the site should go.

#### WINTER OF 1955-6

The rebuilding at the new site will be an exercise in community planning. Probably no buildings will be moved until the roadways are laid out and a water and sewage system is installed. In the winter of 1955-6 the buildings will be brought over. Heavy tractors will haul whole buildings along the frozen river to the new site, where foundations will be ready. Probably the actual move will take two winters. During that time the life of the community cannot be allowed to stop; some essential services, including radio and meteorology, cannot be interrupted even for a day.

At its new site Aklavik will be able to expand. It will no longer be hemmed in by swampy ground and small lakes. The Mackenzie River will no longer eat away the city's roads and buildings. The Roman Catholic mission estimates that within 10 years its present site will be destroyed by the erosion of the river.

While it is expected that most buildings can be moved intact, a few of the larger ones may have to be torn down and rebuilt. When consideration of the problems has been completed the Government will discuss with the missions and with private owners the arrangements to apply in the moving or reconstruction of their buildings.

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**LARGEST LIBRARY AFLOAT:** In keeping with her size, HMCS Magnificent boasts the largest library afloat in the RCN. It embodies 1,400-odd volumes ranging from the latest mystery thriller to the complete works of Shakespeare. Oddly enough, though, the most popular books are those relating the derring-do of men at sea.

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Ships built for coastwise and foreign service numbered 110 in 1952, totalled 61,721 registered net tons. Nova Scotia yards launched 54% of the vessels, only 2% of the tons; Ontario yards, 6% of the ships, 91% of the tons.

**OCTOBER IMPORTS DOWN:** Canada's commodity imports in October were down in value as compared with both the preceding month and October last year, according to preliminary summary figures released by the Dominion Bureau of Statistics. This was the first drop as compared with a year earlier in a lengthy period. Total exports, on which figures were released on December 3, were up in value from September but substantially below those of a year earlier.

Estimated value of imports in October stands at \$361,500,000 as compared with \$372,800,000 in September and \$376,400,000 in the corresponding month last year. There were declines as compared with a year earlier in the value of purchases from the United States and other foreign countries, but increased purchases from the United Kingdom and other Commonwealth countries.

TOTAL \$347,800,000

Total exports--domestic and foreign--in October were valued at \$347,800,000 as compared with \$343,800,000 in September and \$379,300,000 in the same month last year. On the basis of estimated imports, October's trade yielded an import surplus of \$13,700,000 as compared with \$29,000,000 in September, and a small export surplus of \$2,900,000 a year ago.

In the January-October period this year, imports reached an estimated \$3,701,500,000, up 11 per cent from last year's corresponding total of \$3,321,900,000. In the same period, total exports were down to \$3,456,500,000 from \$3,570,200,000, resulting in an import surplus for the period of \$245,000,000 in contrast to an export surplus last year of \$248,300,000.

Imports from the United States in October declined to \$263,000,000 from \$275,200,000 a year ago, and exports fell to \$201,900,000 from \$210,900,000. As a result, the import surplus on the month's trade was reduced to \$61,100,000 from \$64,300,000. In the 10 months from January to October, imports from the United States were up in value to \$2,740,900,000 from \$2,447,500,000, and exports rose to \$2,035,500,000 from \$1,911,200,000. The resulting import surplus for the period was \$705,400,000 as compared with \$536,300,000.

Purchases from the United Kingdom in October were estimated at \$37,700,000 up slightly from \$37,100,000 a year ago, and the cumulative value for the January-October period rose to \$377,000,000 from \$296,500,000. Total exports to the United Kingdom were up in October to \$55,800,000 from \$51,400,000, but declined in the 10-month period to \$565,100,000 from \$641,800,000. The credit balance on the month's trade was larger at \$18,100,000 as compared with \$14,300,000 a year ago, but the 10-month total was down to \$188,100,000 from \$345,300,000.