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INDEX TO INSIDE PAGES

Fruit Crops Lower.....	2	Naval Appointments.....	5
Rail Revenues at High.....	2	Cost-of-Living Index.....	5-6
Carloadings.....	2	12,000 Mile Aerial Tour.....	6
Gold Production.....	2	Automobile Industry.....	6
Oceanographic Duties.....	2-3	Departmental Report.....	7-8
Weeks Navy Conference.....	3	Leading Minerals.....	8
Crude Oil Record.....	3	Steel Production Up.....	8
Wheat Marketings.....	3	Penitentiary Training.....	8
Mr. Drew New Leader.....	3-4	Pacific Coast Lobsters.....	8
Butter Imports.....	4	Fur Seal Agreement.....	8
Vocational Training Council.....	4-5	Newfoundland Conference.....	9
Free Treatment for Blind.....	5	Warmer Arctic Winters.....	10

WEEK'S EVENTS IN REVIEW

NEWFOUNDLAND CONFERENCE: The following is the text of the address of welcome delivered by the Rt. Hon. Louis St. Laurent, Acting Prime Minister, to the Official Delegation from Newfoundland, in the Senate Chamber, at Ottawa, October 6:

"Mr. Walsh and members of the delegation from Newfoundland:

"Today it is my pleasant duty to welcome you, the delegation from Newfoundland, appointed to negotiate the precise terms of the entry of Newfoundland into Confederation. We welcome you as representatives of a people who share with us great traditions and who with us occupy half a continent. We welcome you with a warm heart and with every good wish for an early and favourable outcome to these negotiations.

"We are gathered in this Chamber on an historic occasion. I think it is not too much to say 'historic', whether we are thinking of the future or of the past. The linking of the fortunes of two countries in a common destiny must always be an act of faith in the future. I need not, moreover, emphasize the uncertainties and dangers in the world at large of present times. It is our earnest hope that union will better assure the future safety and welfare of both peoples.

"Twice before Newfoundland has stood on the threshold of Confederation. The Chairman of the delegation that came to Ottawa from the National Convention in June, 1947, spoke of the great dream of the founders of Confedera-

tion of a nation stretching from Victoria to St. John's, and he named two from among the people of Newfoundland - Sir Frederick Carter and Sir Ambrose Shea - who shared that dream and did what they could to see it realized. These men are honoured by Canadians as two of the Fathers of Confederation. Again there was the conference of 1895 that ended in a second unsuccessful attempt to bring about the entry of Newfoundland into Confederation. The union, the terms of which we now hope to settle, will be the realization of an old dream. Union will be based on more than a dream. Newfoundland and Canada have been closely associated not only during years of peace but also in two gigantic struggles for the preservation of a common heritage.

"To turn to very recent events, the most recent approach to Confederation began when the National Convention of Newfoundland decided to explore the possibilities of Union with Canada. A delegation from the Convention was accordingly sent to Ottawa in June, 1947. Its task was to enquire what fair and equitable basis might exist for the entry of Newfoundland into Confederation. For a period of about four months a committee of our Government joined with that delegation to exchange information and to enquire into the many and complex matters that would arise should union be undertaken. Then, on October 29, 1947, Mr. Mackenzie King, as Prime Minister of Canada, sent to the Governor of Newfoundland, a statement of the

FRUIT CROPS LOWER: As harvesting continues, the crops of late fruits are not reaching the levels anticipated a month ago, states the Bureau of Statistics in the third of its seasonal fruit crop reports. The prolonged dry weather in eastern Canada materially affected the size of the fruit and the estimates have been reduced accordingly. Development of the late tree-fruits in British Columbia was also disappointing although the reduction in the expected harvest was not as great as elsewhere.

The apple crop is now estimated at 14,725,000 bushels, a decline of five per cent since last month. The present estimate places the crop 894,000 bushels lower than was harvested last season. The pear estimates also show a reduction in the anticipated harvest since last month. The crop is now set at 759,000 bushels, and is 21 per cent smaller than that of a year ago when it was estimated at 966,000 bushels. A four per cent reduction in the expected plum harvest was also recorded during the month. The crop is now set at 595,000 bushels, 18 per cent lower than in 1947.

Peaches, particularly in Ontario, suffered from the dry, hot weather to a greater extent than any other fruit crop. The crop is now expected to amount to 1,594,000 bushels compared with the previous estimate of 1,950,000 and 1,681,000 a year ago. A moderate reduction in the anticipated grape harvest since August brings the crop to 73,045,000 pounds. The crop is now estimated to be one per cent below the 1947 harvest of 73,803,000 pounds.

RAIL REVENUES AT HIGH: Both revenues and operating expenses of Canadian railways rose sharply to new high monthly levels in July, according to the monthly report issued by the Bureau of Statistics.

Revenues climbed to an all-time high of \$73,971,900, which compares with \$68,242,122 in July last year and \$68,745,419 in June this year. Operating expenses, including some \$10.3 million retroactive pay, soared still more sharply to \$78,472,583 from \$70,807,527 in June and \$58,104,454 in July last year. The result was a net operating deficit of \$4,500,683 for July as against a credit of \$10,137,668 in July last year. With the addition of tax accruals, hire of equipment and joint facilities rent debits, the railways' deficit in operating income reached \$7,016,397 for the month compared with a credit of \$6,028,194 a year ago.

Freight receipts during July amounted to \$57,017,024, an increase of nearly \$7 million or 13.8 per cent over the same month last year, while passenger revenues were down 7.3 per cent from \$9,906,662 to \$9,179,289.

All expense items were heavier in the month, reflecting in part increased wage payments. Maintenance of way and structures rose \$5.1 million to \$17,949,871, and maintenance of equipment advanced some 24 per cent over July

last year to \$14,805,250. Transportation expenses increased 39.3 per cent or \$10,992,592 in the same comparison to \$38,951,763.

Revenue freight carried by the railways during July totalled 13,896,033 tons against 14,542,190 tons in July, 1947, a drop of 4.4 per cent, while ton mileage was 5.9 per cent lower. The main reason for the decline was the reduced movement of grain, grain products and livestock. The number of revenue passengers declined from 3,624,907 to 3,422,732, in spite of a slight increase in passenger train miles.

Total operating revenues of the railways during the first seven months of the year amounted to \$472,830,183 as compared with \$440,033,476 to the end of July last year, while expenses totalled \$452,305,796 as compared with \$393,101,894. Operating income shrank to only \$5,359 compared with \$23,001,959 in the same 1947 period.

CARLOADINGS: Carloadings on Canadian railways for the week ended September 25 continued the upward trend to establish a new peak for the year at 91,402 cars compared with 90,852 in the preceding week and 83,563 in the same week last year, according to the Bureau of Statistics.

GOLD PRODUCTION: Gold production in July continued the upward trend in evidence in recent months, reaching a total of 296,188 fine ounces, the highest since June 1943 when 326,925 fine ounces were turned out, according to figures released by the Bureau of Statistics. In July last year the total was 261,397 fine ounces. During the first seven months of this year, 1,980,929 fine ounces were turned out compared with 1,775,317 in the like period of 1947.

ANTICIPATED PELT PRODUCTION: Number of fox pelts which will be available from Canadian fur farms during the year ending June 30 next will be 36 per cent less than in the 1947-48 season, while mink pelts will be up about six per cent, according to the annual estimate by the Bureau of Statistics. The estimate is based on reports received from a sample of 307 fox and 747 mink farms.

OCEANOGRAPHIC DUTIES: The commissioning at Esquimalt of H.M.C.S. "Cedarwood," a 153-foot motor vessel, was announced October 1 at Naval Headquarters. "Cedarwood" will be employed on oceanographic duties on the Pacific Coast, under the command of Lieut.-Cdr. J.E. Wolfenden, R.C.N. (R), of Vancouver.

Built at Lunenburg, N.S. in 1941, the "Cedarwood" was originally named the "General Schmidlin" and was operated by the Royal Canadian Army Service Corps as a target towing vessel for coastal defence batteries. During

the war she was engaged in target towing duties and in hauling service freight in the Newfoundland area.

She made the circuit from Halifax to Vancouver in the summer of 1946 and remained in the Vancouver area as a target towing vessel for the army until taken over by the R.C.N. in October, 1947.

WEEK'S NAVY CONFERENCE: A week-long conference, at which every phase of Canada's naval reserve set-up came in for thorough discussion and which indicated the important place held by the R.C.N. (Reserve) in Canada's over-all naval picture, concluded in Ottawa Saturday, October 2.

Attending the conference, which henceforth is to be an annual affair, were the commanding officers of the 20 naval divisions across Canada. Chairman was Captain K.F. Adams, R.C.N., Deputy Chief of Naval Personnel and Director of Naval Reserves; vice-chairman was Commander D.G. King, R.C.N., Deputy Director of Naval Reserves.

The conference was addressed by the Hon. Brooke Claxton, Minister of National Defence, Vice-Admiral Harold T.W. Grant, C.B.E., D.S.O., R.C.N., Chief of the Naval Staff, Rear-Admiral F.L. Houghton, C.B.E., R.C.N., Vice-Chief of the Naval Staff, members of the Naval Board, and by the heads of directorates at Naval Headquarters.

No aspect of the Navy's reserve situation was overlooked in the subsequent discussions.

The recently concluded reserve summer training program, largest ever to be conducted by the R.C.N., was carefully analysed. Decisions reached at the meeting, many of them based on experience gained this past summer, will facilitate the mapping out of the 1949 program.

The conference also enabled commanding officers of Canada's Naval Divisions to exchange ideas on organization and other matters and they made the best of the opportunity.

"The conference has been entirely successful," said Captain Adams, after the final items on the agenda had been disposed of Saturday afternoon. "The exchange of ideas between those who are responsible for the training of our citizen-sailors has undoubtedly been of great value. Those of us in the permanent force whose immediate concern is the R.C.N. (Reserve) have profited greatly from the ideas and suggestions put forth. I am confident that these sessions will produce extremely good results."

CHEQUE TRANSACTIONS: Business transactions in the form of cheques cashed against individual accounts rose to a higher level in August, totalling \$5,739,822,000 as compared with \$5,236,326,000 in August last year, a rise of 9.6 per cent, according to the Bureau of Statistics. During the eight months ending August the aggregate of cheques cashed was \$50,502,-

048,000 as compared with \$47,769,640,000 in the similar period of 1947, a gain of 5.7 per cent.

Increases were recorded in each of the five economic areas in August and advances were general in the Maritimes and Quebec. Twenty-seven of the 33 clearing centres recorded betterment. Four of the five economic areas were at higher levels during the eight months ended August, a recession having been shown in Quebec, while 31 of the 33 clearing centres showed advances.

CRUDE OIL RECORD: History was made in June when Canadian oil wells produced more than a million barrels of crude petroleum -- a level never before reached in Canada, figures compiled by the Bureau of Statistics show. The actual output for the month was 1,038,496 barrels as compared with 917,365 in the preceding month and 614,928 a year ago. The sharp advance in June continued the gains of earlier months and the total for the first half of 1948 rose to 5,125,461 barrels from 3,586,581 in the similar period of 1947.

The Leduc field -- Canada's new large-scale crude oil producer -- accounted for most of the month's gain, and for the first time exceeded the crude output from the Turner Valley field, for many years Canada's greatest producing area. Leduc's output in the month amounted to 398,829 barrels compared with 268,241 in May and 17,561 a year ago, while that of the Turner Valley stood at 340,878 barrels compared with 386,077 barrels in May and 410,206 a year ago.

During the first half of 1948, the Turner Valley produced 2,320,808 barrels of crude petroleum as compared with 2,603,156 in the corresponding month last year, Leduc 1,283,467 barrels compared with 25,635, Lloydminster 273,731 barrels compared with 77,376, and Taber 103,743 barrels compared with 95,817.

WHEAT MARKETINGS: Stocks of Canadian wheat in store or in transit in North America at midnight on September 23 amounted to 149,254,711 bushels as compared with 126,121,323 on September 16 and 105,775,379 on the corresponding date last year, according to the Bureau of Statistics. Deliveries from farms in the Prairie Provinces during the week totalled 27,549,617 bushels compared with 34,480,088 in the preceding week.

MR. DREW NEW LEADER: Premier George Drew of Ontario was elected National Leader of the Progressive Conservative Party on the first ballot of the National Convention of the Party in Ottawa Saturday afternoon, October 2. Premier Drew received 827 votes, John Diefenbaker, member of the House of Commons for Lake Center, Sask., 311, and Donald Fleming, member of the House of Commons for Toronto-Eglinton, 104.

The following is The Canadian Press summary of the 30-plank platform passed by the Convention in its three day session, which ended after the selection of Mr. Drew as new National Leader, succeeding Hon. John Bracken, who retired because of age and ill-health:

- " 1. 'Unswerving loyalty' to the King.
- " 2. Ever-stronger ties with other British Commonwealth nations, closer relations with the United States and France, continued strong support of Europe's Western Europe union and the United Nations, 'friendly firmness' toward Russia.
- " 3. Free enterprise, with restraints against monopoly and unfair competition.
- " 4. Outlawing of 'Communist activities' in Canada.
- " 5. No infringement of provincial rights.
- " 6. Opposition to socialism, coupled with maintenance of sound national policy through encouragement and development of natural resources.
- " 7. Modification of international monetary fund regulations to eliminate 'injury' done by Foreign Exchange Control rules.
- " 8. Lessening of the taxation 'burden'.
- " 9. Reduction of the cost of government.
- " 10. Expanded international trade and elimination of 'abnormal trade barriers'.
- " 11. Compensation for municipalities for taxes lost as a result of Crown-ownership of property.
- " 12. Maximum income-stability for the farmer.
- " 13. A contributory social-security program available to every Canadian regardless of occupation.
- " 14. Adequate low-cost housing.
- " 15. Maximum production to reduce the cost of living.
- " 16. Better labour-management relationship, with fair and adequate wages, standard hours, holidays with pay, certification after majority votes, dispute-conciliation machinery, equal pay for men and women doing equal work.
- " 17. A defence policy ensuring 'the safety of the Canadian people'.
- " 18. A standing House of Commons committee on veterans affairs; retention of veterans legislation and, where necessary, improvement of such laws.
- " 19. Equality of women with men in all government responsibilities.
- " 20. Conservation and development of natural resources and maximum industrial production.
- " 21. A long-range immigration policy aimed at bringing selected immigrants to Canada.
- " 22. A free market for gold.
- " 23. A freight-rates investigation with emphasis on 'discrimination between the several geographical areas'.
- " 24. Immediate completion of a hard-surface

Trans-Canada Highway.

- " 25. Radio-broadcasting regulations handled by a body independent of the government; abolition of the \$2.50 radio licence fee.
- " 26. The crown should be just as liable as an individual in the courts; the Archambault report on penal reform should be implemented.
- " 27. A 'Canadian national flag'.
- " 28. A 'fixed policy, limited only by the rules of sound economics', giving the Maritime Provinces more electric power, better markets for their products, legislation guaranteeing shipment of Canadian goods through Canadian sea-ports.
- " 29. Supremacy of Parliament; opposition to any increase in the use of ministerial proclamation and government by order-in-council.
- " 30. Establishment of a national library in Ottawa.

BUTTER IMPORTS: The Wartime Prices and Trade Board on October 4 announced that wholesale buyers of butter, wholesale distributors and manufacturers in areas where butter produced is not sufficient to meet needs, may now apply to the Board for supplies of imported butter. Quantities being allocated at this time are to meet requirements up to December 31, 1948, the Board said. First arrivals are expected during the latter half of October in Montreal, with subsequent arrivals during November and December at Atlantic and Pacific coast ports.

VOCATIONAL TRAINING COUNCIL: A three-day meeting of the Canadian Vocational Training Advisory Council attended by educationalists from all parts of Canada, opened in Ottawa October 4 under the chairmanship of Dr. G. Fred McNally, Chancellor of the University of Alberta, Edmonton, Alberta.

In welcoming the delegates to the meeting, Arthur MacNamara, Deputy Minister of Labour, indicated that one of the most important items on the Agenda was the formation of plans for the training of apprentices due to the need of industry for well-trained tradesmen.

Mr. MacNamara pointed out that the most acute shortage of tradesmen was in the trowel trades and that there seemed a reluctance on the part of young men to enter these trades.

He went on to say that the shortage of tradesmen in the trowel trades evidently applied in the United States as well as in Canada because contractors from the United States were advertising in Canadian papers for bricklayers and offering to pay much higher wages than those prevailing in Canada. This was causing grave concern because many Canadian contractors were afraid of losing their men just when they needed them most to close up buildings under way.

Mr. MacNamara mentioned the fact that organizers of Vocational Training classes were experiencing difficulty in getting Canadian boys and girls to train for trades. Almost all boys and girls leaving school were willing to forego trade training and accept positions which were open to unskilled persons at fair wage rates. He feared this was a short-sighted policy on the part of many people and hoped that the Council and other persons in public positions would use their influence to induce young people to consider trade training available which in the long run would fit them for higher paid positions.

Mr. MacNamara related that when he was in Winnipeg, the manufacturers of clothing in that city had pointed out to him that women could quickly acquire skills in their factories which would enable them to earn much higher wages than were available to girls accepting work as saleswomen yet the openings in their factories were not looked upon favourably by Canadian girls. Here, too, it seemed to the Deputy Minister that young Canadian girls were not realistic and not taking full advantage of the opportunities available.

He told the Council that the international situation certainly warranted extension of training facilities wherever young men were found ready to take the training. He did not need to tell the Council how much vocationally trained men would be in demand should a regrettable break occur and there were not many who could assert that there was no danger of such a break.

According to the report of the Dominion Director of Training, R.F. Thompson, the decline in Veterans Training activities has been particularly marked. During the period January 1 to March 31, 1948, there were approximately 1900 new enrolments, but in the period April 1 to August 31, about 300. All veterans under Training-on-the-Job, in Correspondence courses, and in Private Schools, have now been transferred to the Department of Veterans Affairs for the closing phases of their supervision. All Pre-matriculation classes terminated in August.

The Director stated that from the beginning of Veterans Training up to September 1, 1948, the total enrolment of veterans in all types of training has been about 134,200. On September 1, 1948, there were still 652 veterans in training in Canadian Vocational Training schools.

FREE TREATMENT FOR BLIND: Hon. Paul Martin, Minister of National Health and Welfare, has announced that blind pensioners in the province of Quebec whose eyesight might be restored or improved by medical treatment will receive this aid free of charge under an agreement just reached between Quebec's ministry of Social Welfare and of Youth and the Department of National Health and Welfare.

The federal Government pays 75 per cent of the cost, with the province paying the remainder. Similar agreements are already in effect with New Brunswick and Nova Scotia. Treatment costs are split on the same basis as pension payments.

In making the announcement Mr. Martin said that the scheme is a temporary one being conducted to show the value of treatment and preventive services in controlling blindness.

The provinces have all been advised that the public health grants within the new national health plan could be used to set up and finance blindness control work on a permanent basis under provincial control.

In New Brunswick, which was the first province to enter the treatment scheme, "a considerable number" have applied for operative treatment, and some cataract surgery has been done with good results.

It is estimated that between 15 and 20 per cent of persons receiving pensions for blindness could have some useful vision restored and others could be benefitted by preventive treatment.

NAVAL APPOINTMENTS: Changes in the appointments of four senior officers of the Royal Canadian Navy's engineering branch were announced by Naval Headquarters October 5.

Captain (E) B.R. Spencer, R.C.N., of Alberni, B.C., has been named Superintendent of H.M.C. Dockyard, Esquimalt, B.C., and Command Engineer Officer on the staff of the flag Officer Pacific Coast. He succeeds Captain (E) A.C.M. Davy, O.B.E., R.C.N., who will take an advanced course at National Defence College, Kingston.

Formerly Deputy Engineer-in-Chief on the staff of the Chief of Naval Technical Services at Naval Headquarters, Captain Spencer will commence his new duties on October 15.

Commander (E) John L. MacGillivray, R.C.N., of Vancouver, B.C., who previously was on the staff of the Engineer Superintendent, Esquimalt, as manager of the engineering department, became Deputy Engineer-in-Chief, at Naval Headquarters, on September 30. Commander (E) H.N. Bonnell, R.C.N., St. Catharines, Ont., formerly engineer officer, H.M.C.S. "Nootka," and Flotilla Engineer Officer of the Canadian Destroyer Flotilla, will succeed Commander MacGillivray.

The duties of engineer officer H.M.C.S. "Nootka" will be assumed by Lieutenant Commander (E) G.F. Webb, R.C.N., Guelph, Ont., who now holds an appointment on the staff of the Director of Naval Plans and Operations, at Naval Headquarters.

COST-OF-LIVING INDEX: The Bureau of Statistics cost-of-living index, on the base 1935-39=100, increased 1.4 points between August 2 and September 1 to reach 158.9. Foods, clothing and home furnishings accounted for the major

part of this advance, but all budget groups moved upward.

The advance during August compares with a rise of 0.6 points during July and 2.6 points during June. On September 1 last year the index stood at 139.4. From August, 1939 to September, 1948, the increase in the cost-of-living index was 57.6 per cent.

Among the sub-groups, the food index mounted from 202.6 on August 2 to 203.9, substantial increases in shortening, lard and meat prices overbalancing sharp seasonal reductions in vegetables and lower quotations for eggs. Changes in coal and coke caused the fuel and light series to rise from 127.7 to 128.5. Clothing rose from 175.9 to 179.9 as fall prices for many lines of men's and women's wear came into effect. Homefurnishings and services also moved up substantially from 161.4 to 164.2.

Personal care items and some changes in newspaper rates advanced the miscellaneous index from 123.4 to 124.4. The rent index moved from 120.9 to 121.0, reflecting minor adjustments between May and September. It is planned to compute this index quarterly in future on the basis of a matched sample of household records collected by personal interview.

43,600 DWELLING UNITS: The number of dwelling units completed in Canada in the first eight months of 1948 is estimated at 43,600 according to the Bureau of Statistics. An increasing number of the completions are those which were commenced in 1948, and completions over the next few months should reflect the large numbers of dwellings started in April, May and June. Of the almost 7,000 dwelling units completed during August, 65 per cent were started within the last six months. The high rate of starts is continuing with construction commencing during August or more than 11,000 units.

The average length of time required to complete the dwelling units finished in August was 6.2 months, showing almost no change over the last two months. About one-quarter of the dwellings took more than nine months to complete.

It is estimated from the types of dwellings being constructed that 28 per cent of the dwelling units completed in the first eight months of 1948 are for rental purposes and that the remainder will be owner-occupied. The proportion of rental units has fallen from 30 per cent for the first seven months and 32 per cent for the first six months, indicating that a much larger proportion of the completions in the last two months are for owner-occupancy.

12,000 MILE AERIAL TOUR: A party of five senior government officials and three RCAF officers from Ottawa, have left Rockcliffe air station, near Ottawa, on a 12,000-mile aerial tour of RCAF establishments across the country,

it was announced October 5 by Hon. Brooke Claxton, Minister of National Defence:

Purpose of the tour, which will extend until the end of the month, is to enable inspection and assessment of progress of post-war reconstruction, and planning for future requirements. It will also help to familiarize members of other government departments, with whom the Department of National Defence is closely associated in its activities, with field conditions and local problems. The party will be headed by B.B. Campbell, Assistant Deputy Minister, Department of National Defence.

The party flies first to Goose Bay, Labrador, and then swings north and west to Churchill, putting down enroute at Chimo, in the Ungava district of Quebec, and Frobisher, on Baffin Island. Other points to be visited include Edmonton, Whitehorse, Y.T., Prince George, B.C., Patricia Bay, B.C., Abbotsford, B.C., Vancouver, Calgary, Rivers, Man., Winnipeg, Camp Borden, Ont., Trenton, Ont., Greenwood, N.S., Dartmouth, N.S., Charlottetown, P.E.I., Summerside, P.E.I., Chatham, N.B., Mont Joli, P.Q., Bagotville, P.Q., St. Hubert, P.Q. In all, 36 different points will be visited and inspected. The party is being carried by a Dakota transport from 412 Squadron, Rockcliffe.

AUTOMOBILE INDUSTRY: Production from the automobile manufacturing plants in Canada increased 76 per cent in value in 1947 to \$340,918,195, reversing the declining trend which has been in evidence since 1943 when production reached the all-time high of \$352,229,955. Passenger cars and trucks accounted for \$298,518,669 or about 87 per cent of the total value for the industry; repair parts, custom work and miscellaneous products made up the remainder.

This increase in production was reflected in the 1947 figures for retail sales of new motor vehicles which showed an increase of 91 per cent in number to 230,255 compared with 120,044 in 1946, and 155 per cent in value to \$416,237,495 from the 1946 total of \$193,329,005.

Nine establishments were in operation in this industry in 1947. The average number of employees was 23,837 and salaries and wages for the year totalled \$58,407,977. The cost of materials for manufacturing or assembling was \$226,845,132 and expenditures for fuel and electricity amounted to \$2,332,456.

Production of passenger automobiles in 1947 totalled 167,257 units valued at \$182,161,183 and the output of trucks and buses amounted to 90,758 in number and \$116,357,486 in value, an increase for all vehicles of 51 per cent in quantity and 82 per cent in value from the 1946 totals. Only 191,395 units, or 74 per cent of the number of vehicles made in 1947 were for sale in Canada, and 66,620 or 26 per cent were intended for export.

TRADE UNION MEMBERSHIP AT HIGHEST FIGURE

DEPARTMENTAL REPORT: Trade union membership in Canada at the end of 1947 reached the highest figure recorded by the Department since annual surveys of labour organization in Canada were first carried out in 1911, it was announced October 5 by Arthur MacNamara, Deputy Minister of Labour.

According to figures appearing in the Department of Labour's "Thirty-Seventh Annual Report on Labour Organization in Canada", which contains information on trade unions for the calendar year 1947 and which will be issued shortly, the total membership at the end of the year was 912,124 as compared to 831,697 at the end of 1946, representing an increase of almost ten per cent for the year.

Membership figures from 1936 to 1947, which are based on reports from headquarters of the various unions at the end of each year, are reported as follows:-

Trade Union Membership Table

1947	....	912,124	1941	....	461,681
1946	....	831,697	1940	....	362,223
1945	....	711,117	1939	....	358,967
1944	....	724,188	1938	....	381,645
1943	....	664,533	1937	....	383,492
1942	....	578,380	1936	....	322,746

Trade union membership in the metal industries which had shown declines in 1944 and 1945 and an increase in 1946 again registered an increase in 1947. With over 180,000 members, this group is the largest of the industrial classifications and has 19.9 per cent of total Canadian membership. The number of union members in steam railway transportation, which has shown increases each year since the present classification was established, stood at 138,039 and made up 15.1 per cent of the total. The largest numerical increase in any group in 1947 occurred in the "services" group where union membership rose from 92,190 to 110,737 for a gain of 20.1 per cent. The largest percentage increase of any industrial group was that which occurred in "textiles", in which trade union membership rose from 33,382 to 44,811 or 34.2 per cent. Only one group, that comprising unions of food workers, showed a decrease; membership of this group declined from 41,789 to 39,851 or 4.5 per cent.

Membership in the Main Industrial Groups was as follows:-

Industry	Membership	Per Cent of Total
Metals.....	181,491	19.9
Steam Railway Transportation.....	138,039	15.1
Services.....	110,737	12.1
Wood and Wood Products.....	77,806	8.5
Construction.....	71,629	7.9
Transportation (other than Railways).....	59,536	6.5
Clothing and Footwear..	54,769	6.0
Mining and Quarrying...	49,036	5.4
Textiles.....	44,811	4.9
Foods.....	39,851	4.4
Printing and Publishing.....	17,831	2.0
Light, Heat and Power.	9,276	1.0
All Other Industries..	57,312	6.3
	912,124	100.0

Of the total membership of 912,124 at December 31, 1947, unions affiliated with the Trades and Labour Congress of Canada reported a total of 403,003 members in 2,722 locals. Unions affiliated with the Canadian Congress of Labour reported 1,163 local branches with 329,058 members. Unions affiliated with the Canadian and Catholic Confederation of Labour reported 393 local branches with 91,026 members. Independent international railway brotherhoods reported 39,627 members in 371 local branches.

Union headquarters do not report their membership by provinces but reports were submitted by 4,221 out of 4,956 known local branches. Those reporting from Ontario showed a total of 286,981 members; from Quebec, 210,260; British Columbia, 115,230; Manitoba, 40,327; Alberta, 38,202; Nova Scotia, 36,575; Saskatchewan, 24,306; New Brunswick, 22,295; Prince Edward Island, 714; and from Yukon Territory, 200.

Reports from locals also provided the only base for the compilation of membership figures by cities. As only 85.2 per cent of known locals reported, the figures shown below for the twelve main cities do not afford a completely accurate basis of comparison.

City	Branches Reporting	Membership Reported
Montreal.....	255	105,937
Toronto.....	254	87,451
Vancouver.....	171	61,159
Winnipeg.....	151	36,148
Windsor.....	59	23,940
Hamilton.....	87	19,330
Quebec.....	89	15,967
Edmonton.....	90	13,717
Calgary.....	76	10,788
Sudbury.....	18	10,688
Halifax.....	58	10,081
Ottawa.....	79	10,067

LEADING MINERALS: Reflecting the high level of activity in the Canadian mining industry, production of all but one of Canada's 16 leading mineral products was higher in July than a year ago, according to the Bureau of Statistics. In the seven months ending July, production was advanced in all but two items. In July the decrease was in copper, while in the cumulative period, lead and salt were lower.

This year's seven-month production was as follows by items, with figures for the same period of 1947 in brackets: asbestos, 390,028 (367,511) tons; cement, 7,780,104 (6,523,748) barrels; clay products, \$8,981,329 (\$7,521,662); coal, 9,877,481 (7,854,671) tons; copper, 284,612,658 (260,067,713) pounds; feldspar, 26,008 (19,302) tons; gold, 1,980,929 (1,775,317) fine ounces; gypsum, 1,493,911 (1,101,079) tons; lead, 175,594,919 (187,595,556) pounds; lime, 585,453 (552,076) tons; natural gas, 36,007,291 (32,287,483) M cubic feet; nickel, 162,618,611 (136,265,802) pounds; petroleum, 6,304,224 (4,217,843) barrels; salt, 415,501 (442,500) tons; silver, 7,779,758 (6,607,709) fine ounces; zinc, 268,275,153 (245,172,068) pounds.

STEEL PRODUCTION UP: Canadian production of steel moved to a higher level in August, the month's output amounting to 263,045 tons as compared with 244,872 in the preceding month and 233,754 in the corresponding month last year, according to the Bureau of Statistics. During the eight months ending August 2, 103,522 tons were produced compared with 1,949,376 in the similar period of 1947.

PENITENTIARY TRAINING: The Canadian Vocational Training Advisory Council, now meeting in Ottawa, was asked October 5 to assist in the furthering of a vocational training plan in Canadian penitentiaries.

The plan now being carried out was outlined by J.A. McLaughlin, Assistant Commissioner of Penitentiaries, in an address to the Council at the opening of the second day of the three-day conference.

The assistance of the Council was asked in arranging trade tests for prisoners who had completed their vocational training just prior to their release. This was necessary Mr. McLaughlin explained in order to facilitate their employment, and to give them confidence in their own ability in the trade they had learned.

PACIFIC COAST LOBSTERS: Canadian lobsters, which up to date have been confined exclusively to eastern coastal waters, are the object of an important experiment on the Pacific Coast, according to Trade News, monthly publication of the Federal Department of Fisheries.

Experiments sponsored by British Columbia fishing interests were started in July 1946 with scientific assistance being given by the Fisheries Research Board of Canada. It was proven that Atlantic lobsters will live in waters off the British Columbia coast. In such waters along the coast that have a relatively low salinity, they also will develop satisfactorily, mate and produce eggs. It yet remains to be seen, however, whether the eggs will hatch and whether the young will survive.

The experiment, which began more than two years ago, and which has been carried on since with the Atlantic coast lobsters planted in a lagoon on Lasqueti Island, near Nanaimo, B.C., is being watched closely.

Of the original 2,000 "canner size" lobsters only a few are now kept in a floating cage at Lasqueti. Many died en route and others escaped from the lagoon or died. Five of the crustaceans now in captivity are berried females, and it is the intention of biologists of the Fisheries Research Board to carry them through the winter and endeavour to hatch eggs and rear larvae.

Records obtained from the caged lobsters reveal that there seems to be nothing in the water which would preclude the rearing of lobsters on the Pacific Coast.

FUR SEAL AGREEMENT: Under the Provisional Fur Seal Agreement with the United States, Canada this year will receive 14,028 Alaska fur seal skins, it is reported in Trade News, monthly publication of the Federal Department of Fisheries.

This summer's seal hunt, carried out on the Pribilof Islands in the Bering Sea west of Alaska under supervision of U.S. authorities, has been completed and under the agreement, Canada receives 20 per cent. Of the "take". Over the past five years, Canada has received an average of about 13,000 skins yearly.

These skins will be dressed and dyed in several shades of brown and black and offered for sale by the Department of Fisheries by auction through the Canadian Fur Auction Sales Company in Montreal.

terms that the Canadian Government believed would constitute a fair and equitable basis of union. These terms were made known to the people of Newfoundland and Canada. A majority of the people of Newfoundland have since indicated in a plebiscite their support of Confederation with Canada.

"The Canadian Government welcomed the result of the plebiscite of last July. In a statement issued on July 30, 1948, shortly after the result was known, Mr. King said:

'As Prime Minister of Canada, it is a pleasure for me on behalf of Canada to welcome, warmly and sincerely, the decision of the people of Newfoundland... The Union, when effected, will seal in constitutional terms a close and fraternal association that has existed, in war and in peace, between the two countries over many years.... Together, as partners, we may look forward to the future with more confidence than if we had remained separate political communities.'

PROVINCIAL SPHERE

"For Newfoundland, entry into Confederation will not, of course, entail any loss of local identity. Provinces are well-defined units within the federal system, having complete autonomy within their constitutional jurisdiction. Included in the provincial sphere are, of course, such matters as education and property and civil rights, and these are fundamental to the preservation of what is peculiar to the local community in each part of Canada.

"Mr. King's statement on July 30th went on to say:

'The Government will also be glad to receive with the least possible delay authorized representatives of Newfoundland to negotiate the terms of union on the basis of my letter of October 29, 1947, to the Governor of Newfoundland, and the document transmitted with it. In these negotiations any special problem which may arise in connection with the entry of Newfoundland into Confederation will, I am sure, receive most careful consideration. Before final action is taken, the Government will recommend the resulting agreement to the Parliament of Canada for approval.'

"In the latter connection, Mr. King recalled his statement made in the House of Commons on June 23, 1947, that 'on the part of Canada no final decision would, of course, be taken without the approval of Parliament.'

"We are meeting here today with the authorized representatives appointed by His Excellency the Governor of Newfoundland. It is our mutual responsibility to examine and settle the final terms of union between Newfoundland and Canada.

"The following members of the Government have been designated, together with myself, to meet with you, the delegation from Newfoundland:

The Minister of Trade and Commerce, Mr. Howe;
The Minister of National Defence, Mr. Claxton;
The Minister of Finance, Mr. Abbott;
The Minister of National Revenue, Dr. McCann;
The Minister of Veterans Affairs, Mr. Gregg;
The Minister of Fisheries, Mr. Mayhew;
and the Secretary of State for External Affairs, Mr. Pearson.

"Our other colleagues will, of course, also be available to participate in our discussions whenever that may appear to be desirable.

PROCEDURE QUESTION

"It is the wish of the Government that the delegation from Newfoundland should have every possible assistance during the negotiations and a courteous and ready response to their requests for information. One of the matters to be settled is the question of procedure. That is a first joint task of the committee and the delegation.

"Much exacting and painstaking work has been done here during the last few months in preparation for your coming. I am sure that the labours on your part have been equally heavy. In the forthcoming discussions the people of Canada will, I know, wish both parties God-speed. For my own part and that of all my colleagues in the Canadian Government, I would assure you of our close and lively interest, in whatever degree each of us may from time to time directly participate.

"It is true that much of our discussion will relate to matters of detail; and that the representatives of Canada and Newfoundland alike have a duty to safeguard the interests of those whom they represent. But I like to think that we shall not lose sight of the fact that we are seeking to complete a union which will be one nation with an over-riding common interest and common loyalty for all its citizens. I dare to hope that the result of our labours will commend itself to the vast majority of the people of Newfoundland as well as to most of those who are already Canadians. I prefer to believe that many, if not most, of those who, in Newfoundland, voted for Responsible Government were not thereby necessarily voting against union with Canada, but were rather expressing a preference for a different method of approach. We in Canada believe we know something of responsible government; the very phrase itself originated here; and this very year is the centenary of the achievement of responsible government in Canada. One thing is sure, the objective itself is more important than the approach, and when union is achieved it will give to the people of Newfoundland the fullest measure of responsible government, both as an autonomous province, and as a full partner in a free and self-governing nation."

MR. WALSH'S ADDRESS

Following Mr. St. Laurent's welcoming address, Mr. A. J. Walsh, K.C., Newfoundland Delegation Chairman, expressed the appreciation of the Newfoundland Representatives of the warm and cordial welcome which had been extended them, reviewed the history of events leading up to present discussions, and concluded his address as follows:

"...The members of the Newfoundland delegation are deeply conscious of the changes involved for their country. When it is considered that a complete change for our people, constitutionally, administratively, and economically, will be involved in adjusting themselves to a new system, it will be realized how properly the words of the Prime Minister (Mr. King) apply in the case of Newfoundland. A considerable change in the traditional outlook of the people will also be involved. Since 1867 great developments have taken place in both of our countries, and more complex problems arise for adjustment in the arrangements for a union which will involve such fundamental alterations in the case of Newfoundland. With understanding on both sides, however, these problems should present little difficulty.

In October, 1864, there was held at Quebec one of the most important conferences in history. There the great federation was approved by representatives of the colonies, including Newfoundland, and the majority proceeded to form the Union. Again in October representatives of Newfoundland have come to carry on discussions and to settle terms which will, we hope, be mutually acceptable and prove to be mutually advantageous to both countries.

"It appears that the great vision of the Fathers of Confederation of a unified Canada extending from the United States of America far into the north and from the Pacific Ocean far into the waters of the Atlantic is about to be fully realized. I am sure that these considerations will be present in our minds and I feel confident that as a result of these discussions Newfoundland and her people will find a happy place in this Federation...."

WARMER ARCTIC WINTERS: Winter seasons in the Arctic and sub-Arctic regions of the earth have warmed up five degrees Fahrenheit in the past 50 years, according to observations submitted at the Meteorological Association of the International Union of Geodesy and Geophysics, which met in Oslo, Norway, last month. So stated Andrew Thomson, Controller of the Meteorological Service of the Department of Transport, who has returned from attending this meteorological gathering and also a meeting of the Executive Committee on the International Meteorological Organization. Mr. Thomson stated that Northwest Canada and Northern Europe had

shown a more marked increase in temperature than other northern sections of the earth. On the other hand, there had been a slight decrease over the past 50 years in the temperatures at stations in the Eastern Mediterranean and in Southern California.

As Canada's top weatherman, Mr. Thomson was called upon to take an active part in the deliberations of this meeting of senior meteorologists from many nations. He stated that there was a "great recognition of the importance of the meteorological stations established in the Canadian Arctic in the past two years. The importance of the daily reports from these stations in throwing further light on the general circulation of the atmosphere was fully recognized."

UPPER ATMOSPHERE

Among the important subjects under consideration at the meetings of this Association of Meteorology was the coordinating of research in the further investigation of the upper atmosphere. [It was now possible to make meteorological observations at a height of 25 miles by means of a rocket known as an "Arrow-bee" and to fly sounding balloons at a steady level of 100,000 feet. As a result of new techniques developed and vastly improved instruments built since pre-war days, it has been possible to measure, more accurately, the quantity of ozone in the upper atmosphere with a view to studying its ultimate effect on the weather at the earth's level. Similarly new techniques had been developed in measuring the size and direction of ocean waves to determine the position of centers of storms located far from land and their subsequent effect in setting up earthquake waves as recorded on distant seismographs.

Mr. Thomson laid particular stress on the importance of the Executive Council of the International Meteorological Organization (I.M.O.). This Executive body considered the draft of a constitution for a new body to replace I.M.O. to be named World Meteorological Organization (W.M.O.). This new body which has been recognized by some 30 governments, including Canada, will have a separate identity and will become another specialized agency under the United Nations.

A Special committee was appointed by the Executive to draw up and revise various terms of reference of the draft constitution before it is presented to the United Nations for consideration this coming winter.

The Executive Committee also gave consideration to the necessity of creating new or improving existing meteorological facilities in new countries, particularly those in the paths of the air routes of the world.