



CANADIAN NAVY CONCENTRATES ON MODERN SHIPS, TRAINED PERSONNEL

In its modern fleet and trained personnel lies the strength of today's Royal Canadian Navy. HMCS Margaree, at left, is a proud example of the Canadian-designed and built anti-submarine ships of a fleet which this year saw service in waters across the world. At right, top, is HMCS Bonaventure, at Malta during fall NATO exercises in the Mediterranean. Below her are HMC Ships Skeena, Fraser and Margaree at Saigon, South Viet Nam, during a spring training cruise to the Far East. Typical of the younger personnel who man the ships of the fleet are: centre, top, Midshipman Mark L. Crofton, 20, a 1956 honor graduate from HMCS Venture, junior officer training establishment, and centre, bottom, Ldg. Sea. Donald B. Richardson, 23, one of the RCN men selected to serve in the Royal Yacht Britannia during Her Majesty the Queen's 1959 visit to Canada. (National Defence Photo)

Conflicting Views Expressed On Shipping In Great Lakes

OTTAWA (CP)—Conflicting views were expressed here Friday about the effect on Canadian shipping of the possible entry into the Great Lakes of subsidized United States deep sea ships after the St. Lawrence Seaway opens.

A federal government official said he can foresee no effect on Canadian lake carriers, since any American subsidies would be paid for the carriage of U.S. goods from American Great Lakes ports to overseas destinations.

But W. J. Fisher, manager of the Canadian Shipowners Association, said a U.S. subsidy would put American operators in a competitive position which Canadians can not match under present government policy.

BOOK FULL LOADS
Mr. Fisher said that for the first time in his knowledge foreign ocean-going ships have booked full shipload cargoes of grain next season from the Lakehead to overseas destinations. That was "evidence of the pattern that will inevitably follow."

They were commenting on a Washington report that U.S. ocean shipping firms have filed seven applications for U.S. government subsidies on cargo routes between the Great Lakes and European, Caribbean and Mediterranean ports. The subsidies would enable U.S. lines to compete with foreign vessels operating at lower cost.

The government official said the Canadian government pays subsidies only for domestic services between Canadian ports, and not for overseas shipping trades.

As for deep sea ships taking trade away from Great Lakes boats, he said it would not be practical for ocean ships to engage in trade between Great Lakes ports. And the lake ships were not built for ocean trading.

ADDITIONAL SERVICES
The entry of U.S. ocean shipping into the Great Lakes would give Canadian exports additional cargo liner services to overseas markets.

Mr. Fisher said that because Canada has no Canadian-flag deep sea ocean fleet, it will have to sit back and watch others reap the benefits of the seaway after Canada has paid two-thirds of the seaway cost.

"We have drawn this to the government's attention, but they haven't seen fit to do anything about it."
If U.S. deep sea vessels were subsidized to compete on the Great Lakes with low-cost vessels from abroad, they would unavoidably affect the business of Canadian Great Lakes vessels.

New Jet Service Is Inaugurated

MONTREAL (CP)—A British Overseas Airways Corporation Comet jet liner arrived here Friday night 13 hours and 20 minutes after taking off from London to inaugurate the first commercial jet air service between England and Canada.

Actual flying time was 11 hours and 21 minutes. The flight originally was scheduled to take 10 hours.

The plane, carrying 45 passengers, landed at Montreal airport in suburban Dorval at 8:20 p.m. EST. It left London at 7 a.m. EST and reached Gander, Nfld., at 4:48 p.m. to refuel.

However, its scheduled 45-minute stop at Gander was prolonged to one hour and 59 minutes because of a snowstorm. It left Gander for Montreal at 6:47 p.m.

The flight marked the second stage of BOAC's pure jet service over the North Atlantic, inaugurated Oct. 4 between London and New York City.

The Britain-Canada jet service will operate once weekly, the Comet leaving London every Friday morning.

500,000 SAFE MILES
LONDON (Reuters)—James Norman, 69, who has been in and out of prison more than 100,000 times, retired Friday as the driver of one of London's "black marias." He says he has given prisoners more than 500,000 miles of accident-free rides.

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Dairy Meeting Spotlight Will Focus On Marketing

TORONTO — Marketing problems will continue to hold the limelight at the 17th annual meeting of Dairy Farmers of Canada when dairy farmers from coast-to-coast meet in Calgary January 20-23. Farmers, dairy operators and consumers will have their say as the 1959 policy of the national producers' organization is being hammered into shape at the convention.

Another highlight of the convention will be a full-dress panel discussion, "Is Milk Price Pooling the Answer?" Discussion will bring out not only the factors involved in pooling milk prices in a single market but in large area operations.

Among the other speakers at the convention will be: A.E. Lewis, president, National Dairy Council of Canada; Miss Isabel Atkinson, president, Canadian Association of Consumers; Dr. H.L. Patterson, Ontario department of agriculture; D.H. McCallum Alberta dairy commissioner; E.M. Biggs, Ontario dairy commissioner; Dr. H.H. Hannam, president, Canadian Federation of Agriculture.

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