

the main to help applicants qualify as university teachers, and senior fellowships and short-term research grants, intended for established scholars and members of university staffs engaged in independent research or other form of scholarship (not leading to a degree). Persons engaged in pursuits of an academic rather than a creative nature can also compete for these awards. Two other competitions are meant specifically for the creative artist - one for artists of promise still in their formative years, the other for those with well-established reputations. The new programme provides for: approximately 425 pre-doctoral fellowships, most of which will be worth between from \$2,000 and \$3,000 (an increase of \$500), though a very limited number of the top candidates will be granted an extra \$1,000; about 45 senior fellowships of up to \$5,500 each (an increase of \$1,000); 100 short-term research grants of up to \$1,500 (the same as last year, when the top value was raised from \$1,200); 100 arts scholarships worth a maximum ranging from \$2,000 to \$3,000 (an increase of \$500); about 25 arts fellowships of up to \$5,500 (up \$1,000 from last year's announced maximum). Travel allowances also are provided.

The Council will also increase its assistance to research workers engaged in major projects, but will do so as part of its grants programme rather than through the fellowships competitions. Similarly, the Council will retain its freedom to make special awards outside the regular competitions in exceptional circumstances.

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### INTERPRETERS FOR ARCTIC COMMISSION

The views of some 10,000 Eskimos will be among those sought by the Advisory Commission on the Development of Government in the Northwest Territories.

To make sure of obtaining their opinions, the Commission will use one or more Eskimo interpreters during its swing through the Northwest Territories in August.

Simonee Michael, an Eskimo working at Frobisher Bay, Baffin Island, will join the Commission at Churchill for the eastern part of its tour. In the Western Arctic, the Commission will use local interpreters as required.

Few language problems are expected in the western part of the territories, where nearly all the residents speak English. At some places, such as Wrigley and Nahanni Butte in the southwestern Mackenzie District, Indian interpreters may be needed.

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### CANADA'S BUSIEST AIRPORTS IN 1964

Traffic at Montreal International Airport during 1964 edged ahead of that at Toronto International Airport for the first time in five years, to make it Canada's busiest airport. The federal Department of Transport said recently that 95,186 takeoffs and landings had been clocked at Montreal, compared to 80,821 in 1963. These are itinerant movements, both domestic and international, and do not include strictly local traffic remaining under tower control.

#### RUNNERS UP

Toronto International Airport placed second, with 89,205 aircraft movements compared to 86,012 in 1963. Ranking third and lower in non-local traffic were Vancouver with 73,763 (72,881 in 1963); Winnipeg with 68,724 (64,763); and Calgary, which replaced Ottawa in fifth place with 59,012 (57,674).

Total movements at the 33 DOT tower-controlled airports amounted to 2,288,504 in 1964, a decrease of 10,881 from the number recorded by the same airports in 1963. This was the third decline in four years, making the 1964 figure well below the 2,838,073 recorded in 1960.

Itinerant movements increased more than 10 per cent in the same period, to 989,128 from 897,162, with almost all of the increase occurring during the past two years. On the other hand, local movements and simulated approaches declined each year. From 1960 to 1964, they dropped 33 per cent, from 1,806,288 to 1,210,854. This decline in local movements is attributable in part to the recent establishment of alternate satellite airfields, as well as to a decline in military traffic at these airports.

#### TOPS IN LOCAL MOVEMENTS

Cartierville and Toronto Island airports again led the count by a wide margin in local movements - the former reporting 155,960 and the latter, 154,911. It was the third straight year that Cartierville was the busiest airport in total traffic. Edmonton Industrial moved into third place, at 90,492, while Winnipeg was fourth with 88,436 and Calgary fifth with 79,338.

Airports registering five-year highs in total traffic in 1964 were Abbotsford, Edmonton International, Fort St. John, Fredericton and Windsor. Airports with five-year lows in 1964 were Ottawa (down 38 per cent from 1960); Regina (down 18 per cent); Saint John (43 per cent); Sydney (52 per cent); Vancouver International (57 per cent) and Whitehorse (14 per cent). Decreases were again, for the most part, due to fewer local movements and simulated approaches (instrument practice runs without touching ground).

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