



Bulletin

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SUMMER OLYMPICS 1976 FOR CANADA

The International Olympic Committee, which met in Amsterdam last month, chose Montreal over Los Angeles and Moscow as the site for the 1976 Summer Olympics. Los Angeles having been eliminated on the first ballot, Montreal was elected on the second by a vote of 41 to 28 over Moscow.

Mr. Mitchell Sharp, Acting Prime Minister, sent the following telegram to Montreal's Mayor Jean Drapeau, who was in Amsterdam:

"On behalf of the Government of Canada, I extend warmest congratulations on your achievement in winning the approval of the International Olympic Committee for Montreal as the site of the 1976 Summer Olympic Games."

Mr. Drapeau, who had been unsuccessful in a bid for the 1972 Olympics, estimated that the 1976 Games would cost Montreal \$120 million, which would cover expenses for an Olympic village, a new stadium and various other facilities.

Denver, Colorado, was chosen over Garibaldi provincial park, near Vancouver, as the site of the 1976 Winter Olympics.

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ST. LAWRENCE SEAWAY 1969

In the 1969 annual report of the St. Lawrence Seaway Authority, tabled recently in the House of Commons, Seaway President Dr. Pierre Camu comments that Seaway tonnages in 1969 were a disappointment but, it is believed, were rather a temporary shortfall that should not be considered a permanent reversal of the ten-year trend.

Tonnage in the Welland section decreased from 58 million tons in 1968 to 53 million tons in 1969, while slightly over 41 million tons were transported along the Montreal-Lake Ontario section in 1969, compared to 48 million tons the previous year.

The report explains that the drop in tonnages for both sections of the waterway, and the decrease in tolls revenue to \$15.6 million, compared to \$18.1 million in 1968, were largely attributable to the de-

cline in export grain sales and the reduction of 6.2 million tons in iron-ore shipments from the Quebec and Labrador mines, which suffered a prolonged strike during the shipping season.

The next decade, Dr. Camu states, should see the Seaway's competitive position continue to grow. During the first ten years of operation, traffic increased from 20.5 million tons in 1959 to the record 49.2 million tons of 1966 in the Montreal-Lake Ontario section, and from 27.5 million to 59.2 million tons during the same period in the Welland section. Also, transit time through the Welland has been reduced from 24 hours in 1964 to less than 14 hours.

STUDY OF SYSTEM

The financial position of the Authority still causes concern since its income is insufficient to cover interest charges on accumulated debt after payment of