

MORE NEW CARS: Canadians bought a record number of new passenger cars in 1956, exceeding the previous year's high by 5 per cent, the Dominion Bureau of Statistics reports. New commercial vehicle sales were up more than 16 per cent as compared with 1955 but were lower than in a number of earlier years. Retail values were at record levels for both passenger cars and commercial vehicles, the former rising almost 10 per cent and the latter by over 40 per cent as compared with 1955. Financing of sales of new passenger cars also reached new peaks both in number and value, but as in sales, the number of commercial vehicles financed was lower than in some earlier years but the value rose to record levels.

Combined sales of new motor vehicles in 1956 totalled 498,061 units valued at retail at \$1,450,835,000 as compared with 465,678 valued at \$1,255,890,000 in the preceding year. December sales rose to a new high for the month of 31,097 units valued at \$93,579,000 versus 28,796 valued at \$85,342,000 a year earlier.

PASSENGER CARS

New passenger car sales in 1956 numbered 406,663 valued at retail at \$1,124,788,000 versus 386,962 valued at \$1,023,351,000 in 1955. In December, 25,203 units were retailed for \$71,612,000 versus 23,809 sold for \$68,474,000 in the corresponding month of 1955.

Sales of new commercial vehicles in 1956 totalled 91,398 valued at \$326,047,000 versus 78,716 valued at \$232,539,000 in the preceding year. December sales numbered 5,894 valued at \$21,967,000 versus 4,987 valued at \$16,868,000 in the same month of 1955.

The year's financing of 187,255 new passenger cars by sales finance and acceptance companies involved \$403,820,000 as against 156,191 units involving \$305,069,000 in 1955. In December the financed sales numbered 10,717 versus 8,169 and involved \$23,660,000 versus \$17,254,000.

New commercial vehicles financed in 1956 numbered 34,158 units versus 28,936 in 1955, the amounts involved totalling \$108,345,000 versus \$70,928,000. In December the sales of 2,389 units were financed to the extent of \$7,617,000 as against 1,805 units financed for \$5,234,000.

USED CARS

During 1956 the sales of 373,440 used passenger cars were financed for \$329,962,000 versus 355,638 units financed for \$294,508,000 a year earlier. In December the number of units financed was 18,013 versus 18,424, involving \$16,289,000 versus \$15,639,000.

Financed sales of used commercial vehicles in 1956 numbered 55,344 versus 58,565, involving \$49,728 versus \$48,823,000 in 1955. In December the number financed was 3,122 versus 3,853, involving \$2,969,000 versus \$3,825,000.

MONTREAL TO LISBON: The Hon. George Marler, Minister of Transport, announced in the House of Commons February 15 that, acting on a request by Canadian Pacific Air Lines, the Government had taken the following action:

(1) C.P.A. has been designated by the Governor in Council as the Canadian carrier to operate international scheduled air services from Montreal to Lisbon and also to Madrid if and when the necessary arrangements can be made with the Spanish Government; (2) The Government has re-affirmed its policy that Trans-Canada Air Lines is and is to be the Canadian air carrier for service to other European points not at present served by a Canadian air carrier.

T.C.A. at present provides service to London, Paris and Dusseldorf, and existing bilateral air agreements authorize a Canadian service to Brussels, Copenhagen, Oslo and Stockholm, the Minister said. It is expected that negotiations with the Government of Switzerland will be initiated shortly looking to the conclusion of a bilateral agreement with that country.

Mr. Marler also announced that during the discussions concerning the proposed service to Lisbon, C.P.A. indicated to the Government that upon being licenced to operate over this new route it would apply to the Air Transport Board for permission to give up its present domestic licence for service between Winnipeg and Churchill. The selection of a carrier to operate the Winnipeg-Churchill service will, of course, be a matter for determination in the usual manner by the Air Transport Board.

MAYORS IN MEETING: Approximately 100 mayors from the major metropolitan and urban municipalities in Canada are in conference at the Canadian Civil Defence College, Arnprior, Ont. The conference, which will end March 2, is being held at the request of the Canadian Federation of Mayors and Municipalities and is a result of a resolution passed at the 1956 Hamilton conference of the Federation.

The Hon. Martin, Minister of National Health and Welfare, has explained that the object and purpose of the conference is to acquaint those attending with the details of approved Civil Defence plans. At the 1956 meeting of the Federation, three resolutions were passed concerning Civil Defence matters. Although the Arnprior conference is sponsored by Federal Civil Defence, invitations to Canadian mayors were extended by the Federation's Executive Director, Mr. George S. Mooney of Montreal.

Besides Mr. Martin and speakers from Federal Civil Defence Headquarters, the Hon. R.O. Campney, Minister of National Defence, the Hon. Lester B. Pearson, Secretary of State for External Affairs, General C. Foulkes, Chairman, Chiefs of Staff, Department of National Defence, and A/V/M L.E. Wray, General Officer Commanding, Air Defence Command, will address the conference.