

The committee, led by Dennis Hemming, Chief of the Planning Research and Development Division of the Department of Transport's Air Services, is studying airports in France, Italy, Germany, Scandinavia and England.

Rapid development in the aviation industry is placing increasing strain on airport facilities in all countries, and with the introduction of giant subsonic aircraft and the imminent arrival of supersonic transports, the speedy handling of passengers, baggage and freight has become vital.

The streamlining of immigration, customs, health and other inspection services could do much to solve the growing problem. The committee hopes that, as a result of its survey, recommendations can be made that will help meet this challenge to the modern air industry.

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## STUDENTS SCAN CANADA

Eleven hundred Canadian university students met in Calgary and Edmonton recently and took a close look at Canada — its past, its present and its promise.

This group came away inspired, filled with new thoughts, still debating the French-English question but above all asking questions and seeking answers about their homeland.

During the gathering, which was called Second Century Week, representatives from 60 universities, colleges and technical schools took part in sports, academic and cultural activities. Second Century Week was the major centennial programme for Canadian students. The University of Calgary and the University of Alberta at Edmonton were the joint hosts.

The meetings were financed by grants from the Centennial Commission, the government of Alberta and other provincial governments, business and industry; and the two host cities.

## ENTERTAINMENT

Sports were featured during the week, 15 championships being held in men's and women's intercollegiate sports, for the first time ever in one location. Men's championships were decided in basketball, hockey and swimming. Photographic displays and a drama festival were also available.

The speakers at seminars and banquets were headed by the retired diplomat Chester Ronning, who had served in China, India, and Norway and was a recent envoy to Vietnam; Dr. V. Bladen, dean of arts at the University of Toronto and author of the Bladen Report on university financing; and Solicitor-General of Canada, Larry Pennell.

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## CENTENNIAL CENTENARIANS

Centennials have a particular significance for eight Canadians who have been sent letters of greetings by Mr. John R. Nicholson, Minister of Labour.

These four men and four women, all recipients of Canadian Government annuities, have either passed their hundredth birthday or are celebrating their own, personal centennials during 1967.

In a letter to each of them, Mr. Nicholson extended his personal congratulations on their longevity, and wished them many more years benefit from their investment.

The oldest of the group, an Ontario man of 104, has been collecting on his government annuity for 34 years. One 100-year-old woman has been receiving annuity cheques for 44 years. The others have been receiving their annuities for from 21 to 35 years.

The record among holders of government annuities is thought to have been established by a woman who died in 1965, at 100, after collecting for 50 years. For an investment of \$4,500 in 1915, she received a total of \$15,150 — a return of about 237 per cent.

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## RECORD SEAWAY TRAFFIC

The annual report of the St. Lawrence Seaway Authority, tabled in the House of Commons recently by Mr. J.W. Pickersgill, Minister of Transport, indicated that new records in both revenues and cargo tonnage had been established during 1966.

Toll collections in the Montreal-Lake Ontario section, which is operated jointly with the United States Saint Lawrence Seaway Development Corporation, rose by \$2.5 million to a total of \$24.3 million. The Authority's share amounted to \$17.3 million, an increase of \$1.8 million over the figure for 1965. The higher revenues resulted in the smallest annual deficit since the opening of the Seaway in 1959. Operating profit totalled \$13.1 million compared to \$11.7 million in 1965. Interest on outstanding loans resulted in a net loss of \$3.2 million, compared to a \$4.1-million loss in the previous year. The total deficit on the Montreal-Lake Ontario Section rose to \$45,421,761 from \$42,198,612, at the end of 1965.

The Welland section, on which tolls continued to be suspended in 1966, showed a net loss of \$10.1 million.

Cargo tonnage through both sections of the Seaway increased in 1966, eclipsing records established the previous year. Montreal-Lake Ontario tonnage rose by 13.5 per cent while the Welland section registered an increase of 10.9 per cent over the total for 1965.