

proposed originally by the U.S. Fish and Wildlife Service.

COLLECTION OF EGGS

Since the survival of immature whoopers has been found to be poor in years when water is abundant on the Canadian nesting grounds, the plan proposes that up to six eggs be collected in wet years. The capture of chicks or immature birds on the breeding grounds has been ruled out as too risky, except for emergency efforts to save late-hatched birds unable to make the 2500-mile flight to the wintering grounds in the Aransas Refuge in Texas.

The Canadian Wildlife Service will step up its helicopter observation flights over the nesting grounds in the summer of 1964 to locate nesting pairs and keep track of egg laying and incubation. Procedures for egg gathering, incubation, hatching, and rearing have been worked out by the U.S. Fish and Wildlife Service using eggs of the sandhill crane, a close relative of the whooper.

The first eggs will be collected in the summer of 1965, if it is a wet year and providing at least 25 birds fly north. The eggs collected will be placed immediately in portable incubators and, accompanied by a biologist-aviculturist, will be flown to a specially-prepared propagation station in the United States.

The Canadian Wildlife Service will continue helicopter flights over the nests from which the eggs were obtained to see if the birds re-nest and to ensure that any late-hatched birds are able to make the southward migration.

QUANTITY REQUIRED

Biologists estimate that 25 to 30 eggs collected in four or five wet years should produce eight to ten captive breeding pairs. Since a captive pair can produce up to 12 fertile eggs a year, eight to ten pairs should eventually produce at least 100 young whoopers a year for release to the wild.

A wild pair does not hatch more than two eggs a year, and of all the young birds hatched by the entire population each year only about five survive to reach the wintering grounds in Texas.

FRASER RIVER DEVELOPMENT

The federal Minister of Northern Affairs and National Resources, Mr. Arthur Laing, and Mr. Ray Williston, Minister of Lands, Forests and Water Resources for British Columbia, with their advisers, met recently for a preliminary review of the report of the Fraser River Board. The Board was established several years ago as a joint entity of both governments to study flood control and associated power development on the Fraser River. The discussions of the ministers were particularly concerned with the recommendation of the Board for further control measures on the lower Fraser involving dyking or re-inforcement of dyking at an estimated cost of \$4.9 million.

The ministers considered the bearing of the Canada Water Conservation Act on this recommendation and agreed to report immediately to their governments about their discussions. Further meetings at the official level to continue to develop such additional information as governments may require to come to a decision on this matter have been agreed upon.

It was further agreed that, in matters requiring continuous attention, such as data collection and expansion of the hydro meteorological net-work, a liaison agreement would be effected between the ministers in order that departmental efforts might be co-ordinated.

BUSIEST AIRPORTS IN 1963

Despite a slight drop in traffic, Toronto International Airport was Canada's busiest in 1963, for the fifth straight year.

The federal Department of Transport said recently that 86,012 take-offs and landings had been clocked compared to 89,376 in 1962. The figures do not include strictly local traffic remaining under tower control, such as planes making practice landings.

Montreal International Airport placed second, for the fourth consecutive year, with 80,821 aircraft movements compared to 82,541 in 1962. However, this airport, with its overseas traffic, saw the largest number of giant jet airliners. Its air-traffic controllers handled 15,025 movements by aircraft with a gross take-off weight of more than 200,000 lbs. Toronto International Airport recorded 12,676 such movements.

RUNNERS-UP

Ranking third and lower (all maintaining their 1962 standing) in non-local traffic were: Vancouver International Airport, with 72,881 take-offs and landings (67,237 in 1962); Winnipeg International, with 64,763 (61,740 in 1962); Ottawa, with 61,555 (58,469 in 1962); Calgary, with 57,674 (51,915 in 1962); Edmonton Industrial (formerly Municipal), with 49,489 (46,810 in 1962); Cartierville, a suburb of Montreal, with 44,277 (39,235 in 1962); Toronto Island, with 35,448 (36,563 in 1962) and Victoria, with 30,964 (31,295 in 1962).

The decline in aircraft movements at some airports is attributed to the increased use of larger planes in commercial traffic and to a decrease in local flying. The latter is especially true of Vancouver International Airport, which was relieved of most of its small-plane traffic by the Department's new satellite airport at Pitt Meadows.

If local traffic and simulated approaches (instrument practice-runs without touching ground) are included, Canada's busiest airport in 1963 was Cartierville. It reported a total of 219,967 movements, of which 175,684 were local. The corresponding figures for 1962 were 207,620 and 168,385.