

NATO - AN OUTSTANDING SUCCESS

The following statement was released by the Department of External Affairs on April 4:

Fifteen years ago today, the North Atlantic Treaty was signed in Washington. Canada on that occasion was represented by her present Prime Minister, the Right Honourable Lester B. Pearson.

The NATO alliance has been an outstanding success, for its aim was to seek security and preserve freedom through collective effort, and this aim has been accomplished. NATO has proved itself in the past; it must now learn to deal with the changing problems of today's world. It is not enough to deter war, vital as this is; NATO must take advantage of all serious opportunities to explore ways of establishing a new and more settled relationship between the East and West.

FUTURE OF ALLIANCE

NATO members must soon decide what type of alliance is best suited to the '70's and '80's. Canada, for its part, considers that the present alliance must be continued, that it must remain a strong but outward-looking coalition, and that its members must work for closer links between Europe and North America.

Canadian forces in Europe, North America and the North Atlantic are playing an important role in contributing to the deterrence of war. The Canadian Government has every intention of continuing to make this type of contribution to NATO, in the belief that through collective defence we can preserve freedom and, some day, achieve a real and lasting peace.

RECORD YEAR FOR NATIONAL PORTS

The total cargo tonnage handled by Canada's national harbours during 1963 exceeded that for all former years and eclipsed the previous record of 1961 by 8 per cent. The twenty-eighth annual report of the National Harbours Board, tabled in Parliament by Mr. J.W. Pickersgill, the Minister responsible for the Board, showed that the unprecedented pace of port business at these harbours was accompanied by a new high in operating income. It also indicated that the heightened activity of traffic was experienced by all harbours under the jurisdiction of the Board, which administers the ports of Halifax, Saint John, Chicoutimi, Quebec, Trois-Rivières, Montreal, Churchill and Vancouver, as well as grain elevators at Prescott and Port Colborne.

Business done by NHB harbours and elevators in 1963 brought revenues of \$27.3 million, up 9 per cent over the figure for the previous year, while the expense of doing this business rose less than 2 per cent. This left a net operating income at year-end of \$9.3 million, and represents an improvement of nearly \$1.9 million over the 1962 figure. Income from investments and other sources brought total income to \$11.3 million.

After making provision for replacement of capital assets in the amount of \$4.5 million and providing for over \$9 million in interest to the Government, the operations of the ports showed a net loss of \$2.3 million in 1963, down \$1.1 million from the 1962 deficit.

The operations of the two bridges over the St. Lawrence at Montreal resulted in a deficit of over \$2 million in 1963. When this loss is added, the deficit for all units was \$4.5 million in 1963, against \$3.6 million the previous year.

CAPITAL OPERATIONS

At the end of 1963, the capital assets of the National Harbours Board at cost or estimated cost stood at nearly \$404 million. Capital expenditures during the year amounted to \$13.4 million and were financed by \$7.3 million for Government loans, \$5.5 million from revenues and \$600,000 from the Board's replacement funds. The 1963 capital programme included new and improved wharves, new transit sheds and shed enlargements, and additions and improvements to grain-elevator facilities. Uncompleted work on major contracts at year-end amounted to approximately \$6.8 million.

Payments to the Government totalled \$4.5 million, of which \$3.4 million were interest on loans and \$1.1 million were principal. Reserve funds for replacement, fire and general insurance, workmen's compensation and special maintenance were increased by \$2 million.

All NHB establishments contributed to the improvement in the net operating income of the harbour and elevator system, except for Churchill, Prescott and Port Colborne. Final figures show an improvement in the net profit position of Vancouver, Trois-Rivières and Chicoutimi, and a decrease in the net profits of the elevators at Prescott and Port Colborne when compared with 1962. The net loss reported at each of the ports of Halifax, Quebec and Montreal was over 30 per cent lower than in the previous year, while net losses increased at Saint John and Churchill, reflecting in the main the impact of interest and depreciation charges on recently constructed improvements to those harbours.

RECORD CARGOS

Canada's busy national ports handled slightly more than 66 million tons of cargo, up 10 per cent from 1962, surpassing all previous records. The major commodities that registered gains were grain, fuel oil, raw sugar, pulpwood, asbestos, cement, wheat flour, phosphate rock, lumber, sand and gravel, logs, anthracite coal, woodpulp, hog fuel, potash, sulphur, chemicals, salt and iron and steel products. Decreases were shown in crude oil, gasoline, newsprint, bituminous coal, iron ore, crude gypsum, motor vehicles and parts, machinery and parts, ores and concentrates and fertilizer.

Exports increased by nearly 24 per cent over those of the previous year, while imports remained comparable with those of 1962. Domestic traffic inward increased by 12 per cent and domestic outward movements were up by nearly 1 per cent.