

of services on the other two routes have not yet been established.

Air Canada began operating from Montreal to Moscow and Copenhagen on a weekly return basis on November 1, to become the first North American carrier to operate into the Soviet Union and the first Canadian airline to serve the Scandinavian countries. On November 4, Aeroflot, the Soviet carrier, began a non-stop service between Moscow and Montreal.

Frankfurt replaced Dusseldorf as Air Canada's German terminus in April, while new non-stop flights between the western Canadian cities of Vancouver, Calgary and Edmonton and London, England, were inaugurated in the spring.

NEW AIRCRAFT

The airline took delivery of six 72-passenger Douglas DC-9 twin jets and two DC-8 jetliners early in 1966. It has ordered 12 larger 94-passenger versions of the popular DC-9 for delivery in 1967 and six larger DC-8-61s for delivery in 1967 and early 1968.

The 72-passenger DC-9s were introduced on the trans-continental routes and to New York City in April and to Miami and other Canadian routes in August.

On December 5, Air Canada announced that it was reserving delivery positions on the production lines for four 1,450-mile-an-hour supersonic Anglo-French *Concordes*, scheduled for commercial service in 1973-74, and for six United States-made 1,800-mile-an-hour supersonic transports, to be introduced in 1977.

Air Canada currently operates 18 DC-8s, six DC-9s, 23 Vickers *Vanguards* and 39 Vickers *Viscounts* over 62,000 miles of air routes.

During the peak summer months of 1966, it operated 28 return DC-8 flights a week between Canada and Britain and another nine a week between Canada and continental Europe, compared to 23 and seven respectively in 1965. This substantial increase, including the direct western Canada-Britain flights, evoked a powerful public response, as did the increase in transcontinental services to eight DC-8 jet flights daily, a DC-9 flight daily and a number of multiple-stop *Vanguard* flights.

Air Canada's *Viscount* fleet was converted to 48-seat all-economy configuration in May and on September 8 recorded 1 million flying hours in Air Canada service.

On November 1, Air Canada introduced all-freight jet service across the Atlantic three days a week, serving London, Prestwick, Paris, Frankfurt and Zurich in varying combinations. These flights complemented the five-day-a-week transcontinental freight service with a second DC-8 in all-cargo configuration.

To accommodate the rapidly-expanding air-freight traffic, the airline completed two new air-freight terminals, one at Moncton, New Brunswick, and another at St. John's, Newfoundland. The latter is the largest of its kind east of Montreal.

In December, Air Canada announced that it would introduce new, low all-inclusive tour fares on North Atlantic routes on January 1, providing the lowest fares ever for groups of 15 or more people travelling together to and from its overseas destinations. The new fares, based on a constant rate-per-

mile formula, are subject to approval by the governments concerned.

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COINS FROM SILVER TO NICKEL

The Minister of Finance, Mr. Mitchell Sharp has announced that, during 1968, the Royal Canadian Mint will change from silver to pure nickel the three main silver coins now in use in Canada.

The change will affect the ten-cent, 25-cent and 50-cent coins. The present plan is to continue the production of silver dollars, and no change is contemplated in the composition or size of the one-cent and five-cent coins.

The Minister noted that Canada is one of the few countries that continues to have silver coinage. As a result of the diminishing supply and the increased cost of silver since the end of the Second World War, most countries, including Britain and the United States, which formerly used silver, have had to replace their silver coins with coins made of cupronickel, aluminum and other less expensive metals.

"The fact is that with the industrial demand of the world outstripping world production, silver is becoming too scarce and valuable to be used as coinage", the Minister said.

APT CHOICE FOR CANADA

"After a thorough examination of possible alternatives, the Government has decided that pure nickel is, by long odds, the most suitable metal to replace silver in the coinage. Nickel has all the classical qualities of a good coinage material, including good appearance and durability, and its suitability has been demonstrated by its use in our five-cent coins since 1922. Having regard to the fact that this country is the chief source of nickel in the world, its wider use in our coinage is also most appropriate."

The change will require amendments in the Currency Mint and Exchange Fund Act, which will be submitted to the Parliament in 1967.

The arrangements announced some time ago for the issuance of special silver coins and coin sets in 1967 to commemorate the centennial of Confederation, including the normal silver coinage for 1967, will not be affected by the change-over to nickel some time in 1968.

The Minister said that the reason for leaving open the target date for the change-over relates to the special requirements of the automatic vending-machine industry. Vending and change-making machines have become an important element in the sale of certain consumer goods and services. Since the new coinage will circulate side by side with the existing silver coinage for some years, it is desirable that the new nickel coins should be capable of operating interchangeably with silver coins of the same face value in automatic vending machines. The introduction of a nickel coinage means that most of the coin selectors now used in these machines will probably have to be replaced by selectors that are able to take both kinds of coin. The date of the