

for bulk cargoes will be seen under actual working conditions. Films on handling methods at other world ports are planned, along with information exhibits from all the National Harbours.

Efficiency in port-cargo handling is of major importance in the maintenance of harbours as effective links between sea and land transportation. As port administrators, the members of the National Harbours Board are particularly conscious of the significance of harbour operations for Canada's foreign trade, as the effects are felt by most phases of the transportation industry - a vital area of consideration in the competition for world markets.

A large attendance is expected for the cargo-handling exposition, with representatives of the transportation world, industry and other business and commercial interests. The NHB expects to announce full details shortly.

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### LAMB PRICE SUPPORT

A deficiency-payment system of lamb price support went into effect on July 1, replacing the offer-to-purchase programme, the Agriculture Minister announced recently. For the period July 1, 1962, to March 31, 1963, he said, the Agricultural Stabilization Board has been authorized to support the price of lambs by a deficiency-payment programme. It would provide a national average price to producers of \$18.80 a hundredweight, basis live weight, for lambs of good quality, or better. This is 92 per cent of the national base price, and is the equivalent of \$20.45 a hundredweight, basis live weight Toronto.

The offer-to-purchase programme, which ended June 30, also supported the price of lambs at \$20.45 a hundredweight, basis live weight Toronto, or 92 per cent of the base price.

Mr. Hamilton said the change from an offer-to-purchase method of support to the deficiency-payment method had met with the approval of producers and producer organizations. He added that the new plan would result in a greater number of Canadian lambs being marketed as fresh lamb rather than frozen lamb. Consumers would benefit, he explained, since they would be able to obtain a better product over a longer period.

### ASB GUARANTEE

During the nine months from July 1, 1962, to March 31, 1963, if the national average price at which lambs are sold by producers is less than the national support price of \$18.80, the Agricultural Stabilization Board will make a payment to producers of the amount by which the national average market price is less than the national support price. The deficiency payment will apply on choice and good grade lambs in the 36 to 56 pound carcass-weight range.

Mr. Hamilton also announced that, to stimulate further the production of high-quality lambs and increase producers' returns, the Government had extended the quality premium payments to include choice and good grade lambs in the 52 to 56 pound carcass-weight range. During the past year quality premiums were only paid on choice and good grade lambs in the 36 to 51 pound carcass-weight range.

### MAY SEAWAY TRAFFIC

The St. Lawrence Seaway entities, in a monthly release, announced that preliminary figures for cargo tonnage from April 1 to May 31, 1962, were up 4.5 per cent through the Montreal-Lake Ontario Section and 11.6 per cent on the Welland Canal Section compared with the same period of 1961.

Cargo tons for the month of May 1962 through the Montreal-Lake Ontario Section reached a total of 3.8 million tons, an all-time high for a single month's traffic.

Upbound traffic for both sections reflects substantial increases over 1961. On the Montreal-Lake Ontario Section, 1,461,436 tons of upbound cargo during May of 1962 represents a 45.4 per cent increase over the 1,005,453 tons recorded for the same month a year ago. During the 1962 period of April and May, a 44.8 per cent increase in upbound traffic over the corresponding 1961 period is noted, 1,885,924 tons this year, compared to 1,302,878 tons last year. The May 1962 downbound traffic of 2,346,306 tons is a 2.2 per cent increase over the 2,296,222 tons for May 1961, although 2,850,379 tons downbound reported for the April-through-May period this year is 11.7 per cent less than the 3,228,691 tons during 1961.

The same pattern exists in statistics for the Welland Canal. An increase of 53.2 per cent in upbound cargo was recorded for the month of May 1,534,311 tons in 1962 compared to 1,001,481 tons in 1961. A downbound decrease of 0.8 per cent from 3,196,350 tons in 1961 to 3,170,684 tons in 1962 resulted from the shift in vessel movements. In comparing the April-through-May period of 1962 with that of 1961, upbound traffic increased by 52.8 per cent from 1,397,803 tons to 2,136,245 tons, and downbound traffic decreased by 0.6 per cent from 4,731,997 tons in 1961 to 4,705,331 tons in 1962.

### EXPLANATION OF INCREASE

There are three general causes for the increase in traffic at the beginning of this season: (a) a heavy increase in the flow of iron ore upbound through the Seaway; (b) a substantial increase during April and May in general cargo upbound through both canals; and (c) a carry-over of cargo tonnage delayed during April owing to the late opening of the Seaway.

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### OUTDOOR SCULPTURE EXHIBIT

The first open-air display of sculpture to be held by the National Gallery of Canada opened on June 29. The exhibit, which occupies the outdoor terrace of the Gallery, consists of 24 works by 22 Canadian sculptors. It will remain on view until September 3.

A horticultural setting has been provided, consisting of pine, fir and birch saplings, as well as a variety of shrubs and flowers, distributed about the court in concrete tubs. The display will be fully illuminated at night.

The pieces on exhibit have been created from a large variety of materials, including brass, bronze, Carrara marble, concrete, limestone, sandstone, terra cotta, welded steel and wood.