

tinued, while piers and superstructure were constructed and fill placed for the Champlain Bridge. Various smaller projects were undertaken to improve shipping, storage and traffic facilities at the national ports.

The 1959 capital spending programme was financed to the extent of \$17,819,000 from government loans, \$875,000 from the Board's replacement fund and \$3,726,000 from Board revenue. Payments to the Federal Government totalled \$3,321,000, which consisted entirely of interest on loans. The reserve funds for replacement, fire and general insurance, workmen's compensation and special maintenance were increased by \$2,460,000.

* * * *

CZECH ENVOY ACCREDITED

His Excellency Jaroslav Tauer recently presented to the Governor-General his Letters of Credence as Envoy Extraordinary and Minister Plenipotentiary of Czechoslovakia to Canada. The ceremony took place at Government House. The Chief of Protocol, Mr. H.F. Feaver, presented the Minister to the Governor-General. Mr. Henry F. Davis, Acting Assistant Under-Secretary of State for External Affairs, and Mr. Esmond Butler, Secretary to the Governor-General, were in attendance on the Governor-General. The Minister was accompanied by: Mr. Pavel Pavlik, First Secretary; Colonel Vojtech Duchek, Military and Air Attaché; Mr. Miloslav Cech, Second Secretary; Major Bohumil Suchy, Assistant Military and Air Attaché; Mr. Ladislav Soska, Third Secretary; Mr. Eugen Reisig, Third Secretary, and Mr. Jaroslav Novak, Third Secretary.

* * * *

INDIAN AFFAIRS

The Minister of Citizenship and Immigration, Mrs. Ellen Fairclough, recently announced to the House of Commons that several new policy decisions had been taken affecting the administration of Indian affairs.

One concerns women of Indian origin who, having, through enfranchisement or marriage, relinquished Indian status, find themselves, owing to the deaths of their husbands or for some other serious reason, under the necessity of returning to live among their relatives or friends on their home reservations. Until now no satisfactory way has existed of providing essential welfare benefits and educational help to these women and their children. The Government has, therefore, decided on humanitarian grounds that, while living on reservations, they shall receive the same benefits as if they retained Indian status.

The Federal Government has also announced its willingness to negotiate agreements with the governments of the provinces for the extension of normal provincial welfare services to persons living on Indian reserves.

the purpose is to avoid the development on reserves of exclusive welfare services that might tend to set Indians apart from other Canadians or to duplicate provincial programmes in neighbouring non-Indian territories.

In negotiating such agreements, the Government is ready to pay a fair share of the costs of the benefits over and above the federal contribution under existing federal-provincial agreements (such as the Unemployment Assistance Act), and to share with provinces the additional administration costs imposed by such programmes.

The Department of Citizenship and Immigration will also be prepared to enter into agreements to enable Indian bands to assume responsibility for welfare programmes usually administered by municipalities under provincial legislation.

SEAWAY REPORT - 1959

The 1959 annual report of The St. Lawrence Seaway Authority, tabled in the House of Commons recently by the Minister of Transport, shows that in the first season of operation there was a net operating income of \$5,261,000 available for debt service. A payment of \$5, million on account of interest was made last month.

Income and expense were accrued from the dates of commencement of operations, April 25 for the new Seaway facilities, and April 1 for the Welland Canal. Total income was \$9,214,000 and administrative, operating and maintenance expenses amounted to \$3,953,000, resulting in a net income of \$5,261,000 before providing for interest or depreciation. The applicable interest charge on loans from the Government of Canada was \$7,994,000 and the amount by which interest charges were not earned was, therefore, \$2,733,000 divided as follows: Montreal to Lake Ontario section \$1,457,000; Welland canal, \$1,276,000.

After making provision of \$3,955,000 for depreciation, the accounts showed a loss of \$6,688,000 for the period.

The final toll traffic figures, somewhat greater than those published in February, show that there was an increase of 75 per cent in the cargo carried between Montreal and Lake Ontario, compared with the 1958 figure, the total being 20,590,000 tons. On the Welland canal, the total traffic was 27,530,000 tons, an increase of 29 per cent over the previous year.

The Authority reports that the major construction works have been completed except for clean-up dredging of some 1,000,000 cubic yards, which will be done in 1960. Total capital expenditures to December 31, 1959, stood at \$310,650,000, including interest during construction (unpaid). Loans for construction purposes received and outstanding at the end of the year amounted to \$285,500,000.