

the excitement that will be presented to the world when the gates open on April 28.

Construction reached a turning point in September when the exteriors of three national pavilions, those of the Netherlands, Scandinavia and Tunisia, were completed during the same week. Throughout the autumn, "topping off" ceremonies became more than a weekly occurrence and the flags of many nations began to appear on towers of steel, concrete, plastic and aluminum.

Expo's own construction and that of the private exhibitors has kept pace with the progress of all participating nations.

The complete exhibition is on schedule. Of 134 projects which are the responsibility of the Expo Corporation, 78 are completed and 38 more will be finished by the end of February, leaving only 18 for completion after February. These, however, are, in the main, such items as street furniture and fountains which cannot be finished until the last minute.

Work on most of the national and private pavilions is at least 80 percent complete. The few pavilions that have less work to be done before completion are of a smaller and uncomplicated nature and none is in danger of being late.

Expo Express is gliding round the site on trial runs and the elevated "mini-rail" snakes in and out of pavilions, under bridges and over ponds and lagoons. The La Ronde amusement area has taken on an air of gaiety with construction completed on such features as the French-Canadian Village, Pioneerland-Fort Edmonton, the English Pub, the Garden of Stars and the Children's World.

EXHIBITORS ALSO BUSY

During 1966, many people - and even animals - in many countries were also preparing for Expo '67. Dolphins were trained in Florida, kangaroos in Australia and 200 other creatures for the Children's Zoo.

Chefs in 35 countries drew up menus for Expo restaurants; curators in the world's leading museums packed 200 works of art to be shipped to Expo; and hundreds of cameramen travelled the globe shooting film to illustrate Expo's theme "Man and His World".

The world's leading companies in the performing arts have accepted invitations to appear in Expo's World Festival which critics are already saying will be the greatest collection of talent ever assembled.

DUTCH SCHOLARSHIPS FOR CANADIANS

The Netherlands Government has announced its annual five scholarships available to Canadian nationals to study in the Netherlands for the academic year 1967-1968.

Netherlands Government scholarships have been awarded to Canadians each year since 1951. The value of each, at present, is 4,000 guilders (about \$1,200), plus free tuition for any course included in the regular programme of a university or institute at university level. Tuition fees are, however, payable

for special courses such as the European course in sanitary engineering, the International Training Centre for aerial survey and the international course in hydraulic engineering.

Successful candidates must pay their own passage to and from the Netherlands, but to those from western Canada an allowance will be made to compensate for extra travel expenses.

According to the latest figures available (1965), a total of 22 Canadians were studying in the Netherlands, of which seven took theology, four medicine and veterinary sciences, six mathematics and physics. The remainder took arts, philosophy, psychology and economics.

The five Canadians who won the scholarship award for the 1966 current academic year are studying history at Nijmegen, theology at Leiden, sculpture at Amsterdam, art at Amsterdam, and theology at Amsterdam.

AIR CANADA REVIEW

The President of Air Canada, Mr. G.R. McGregor, said recently in an annual review of operations, that he expected to record another profit in 1966 (the thirteenth in the past 16 years), despite a two-week strike that closed down the airline in November for the first time in its 29-year history.

The surplus position is, in large measure, due to the diversion of traffic to Air Canada as a result of the airline strike in the United States and another work stoppage experienced by the Canadian railways.

Mr. McGregor indicated that Air Canada's economic future appeared bright, providing that the buoyancy of the Canadian economy continued, and he forecast another profitable year in 1966.

ALL ROUND INCREASES

The company carried 5,327,187 passengers on scheduled and charter flights during 1966, an increase of 12 per cent over 1965, while air-freight traffic increased 35 per cent to 75,579,000 ton-miles. Air express rose 16 per cent to 6,436,000 and air mail 8 per cent to 18,756,000 ton-miles.

Available seat-miles on scheduled flights increased by 16 per cent during 1966 to 6,607,158,000, while system ton-miles made available were 1,014,182,000, up 17 per cent, largely because of the introduction of additional jet aircraft and increased fleet utilization. The passenger-load factor rose 1 per cent to 66 per cent.

With substantial increases in all areas of operation, Air Canada's revenues totalled approximately \$290,000,000, up 16 per cent from 1965.

NEW ROUTES

Following successful completion of bilateral negotiations between the Canadian and United States Governments early in the year, Air Canada was designated to serve three new trans-border routes: Montreal-Toronto-Los Angeles, Montreal-Chicago and Montreal-Toronto-Tampa-Miami. Service on the latter route was inaugurated on August 1, while dates for introduction