

**NEW TCA PLANS BLOCKED:** Honourable Lionel Chevrier, Minister of Transport, announced on October 30 that, because of objections raised by the United States Civil Aeronautics Board, Trans-Canada Air Lines had been compelled to put aside its plans for establishment of an air service between Montreal and Mexico City.

The Minister explained that, under an agreement between the Canadian and Mexican Governments, TCA had been authorized to establish an air service from Canada to Mexico City and had been granted a permit by the Mexican authorities to operate from Montreal by way of Tampa, Florida, to Mexico City carrying traffic between Canada and Mexico. TCA also under an agreement between Canada and the United States is authorized to carry traffic between Montreal and Tampa. TCA plans for operations had been based upon combining these operations in a single service, which would carry Canadian traffic as far as Tampa and would then continue onward to Mexico carrying any Canadian traffic bound for Mexico but not carrying any local traffic between Tampa and Mexico. This operational pattern, the Minister stated, was one in wide use by international airlines. It was the basis on which, for example, TCA operated through London to Paris and Dusseldorf and Air France operated through Montreal to Chicago.

The Minister stated that the Civil Aeronautics Board in the United States had refused to allow TCA to operate in this fashion, indicating that any TCA flight carrying Canadian traffic to Mexico must be carried in a completely separate aircraft from Canada, rather than combined with TCA's present service to Tampa. Since this would require TCA to use two aircraft where one aircraft would be sufficient to provide the necessary services, the difficulties created for TCA had made it necessary for them to give up their plans for service to Mexico for the present.

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**OATS POOL CLOSES:** The Right Honourable C.D. Howe, Minister of Trade and Commerce, announced on October 30, that the 1952-53 oats pool has been closed and the surplus for distribution to producers is \$10,949,996.58. Producers delivered 118,967,962 bushels of oats to the 1952-53 oats pool, and therefore the average final payment is 9.2 per bushel.

Mr. Howe stated that the Canadian Wheat Board will complete the distribution of interim wheat payment cheques on November 2nd and will commence issuing the final oats payment cheques on November 3rd. On the conclusion of the distribution of the final oats payment, the final payment will then be made on the 1952-53 barley pool.

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In 1952 the average Canadian consumed 128.2 pounds of meat, almost 10 pounds more than the 1953-39 average of 118.3.

**NEW MISSILE RANGE:** The RCAF's new air-weapons firing range, now under construction at Grand Center, approximately 180 miles northeast of Edmonton, Alta., is expected to be ready for use by the summer of 1954.

The first of 45 major buildings at the new air base - which is part of the air-firing range - are nearing completion and will shortly be taken over by the Air Force. One fighter squadron will operate from it, on a rotation basis, to give all squadrons air-weapon training.

In addition, a completely self-contained townsite settlement is planned to provide living accommodation for approximately 2,000 airmen and technical personnel who will be training and working there.

The range area, which extends over portions of Alberta and Saskatchewan will be used to train pilots in air-to-air rocket firing. The new site is not a guided missile range so far as ground-launched weapons are concerned.

The site, easily accessible by railroad, will take care of all foreseeable developments in air weapons in the immediate future.

Under the lease agreements with the Alberta and Saskatchewan governments certain provisions have been made for periodic exploitation of the natural developments of the 4,000-square-mile area.

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**CNR FISCAL REPORT:** Latest income and expense figures for the Canadian National Railways show a decline in the system's net revenue position and the company doubts that the ground which has been lost can be recovered by the end of the year.

Statistics for September released recently point up a trend that has been developing over the past three months. They reflect a general reduction in traffic volume which has been evident since July and which shows signs of continuing.

Operating revenues for the Canadian National system, all inclusive, amounted to \$59,797,000 in September as compared with \$57,590,000 for the same month last year. In the same period, however, operating expenses rose to \$55,892,000 as against \$50,711,000 a year ago. The result is a decrease of \$2,974,000 in net revenue for the month. Aggregate figures for the first nine months of 1953 show a drop in net revenue of \$5,161,000.

CNR economists explain that because of the lower physical volume of traffic, rate increases which have taken effect in 1953 have not yielded as much new revenue as had been anticipated, and not enough to cover heavier expenses resulting principally from wage increases.

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Well over half of the 1953 pack of canned peas came from Ontario, and about one-fifth of the total from Quebec.