

in an overall load factor of 66 per cent, compared to 66.5 per cent in 1959.

TCA substantially increased the proportion of economy-class seats available. On its North American services, for example, the amount of economy-class traffic increased from 27 per cent of the total in 1959 to 34 per cent in 1960. As a result, the average return per passenger-mile dropped from 6.31 cents to 6.24 cents.

TCA carried 3,440,303 revenue passengers during the year, an increase of seven per cent over 1959.

The number of employees rose eight per cent in 1960 to a total average for the year of 11,172, while the average salary increased by seven per cent. At the same time, average employee productivity increased five per cent.

Introduction of two new aircraft types placed considerable financial strain on TCA in 1960. Exceptional training costs of \$1,384,000 in excess of the sum charged to 1960 operating accounts and associated with the introduction of the new aircraft will be amortized over four years.

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CANADA'S FUTURE IN THE WORLD OF TRADE (Continued from P. 3)

10,502 personal interviews took place, each designed to uncover new opportunities for Canadian goods in foreign markets....

"...The Department has played a leading role in the creation of entirely new forces for our economic expansion -- the National Productivity Council, financial assistance to small business, and the new export financial arrangements for capital goods, in co-operation with the Canadian chartered banks. Other measures under consideration in Ottawa include vocational training for unskilled labour, management education programmes, development of the most efficient means for industry co-ordination in the export field, and the closest economic liaison with industry, following detailed industry studies....

"We are also mobilizing our forces abroad. ...Three new trade offices have been established in Canberra, Lagos and Moscow, and others are under urgent consideration. We have re-opened our office in Glasgow.

"We have intensified our trade mission programme. Last year the following officially-sponsored trade missions left Canada in search of new export opportunities: a Processed Foods Mission to the United Kingdom; a Timber Trade

Mission to the United Kingdom and Ireland; a Mission of Consulting Engineers to Argentina, Chile, Peru and Colombia; and a mission comprising thirteen senior executives from the chemical, metal and mineral, and pulp and paper fields, to the countries of the European Common Market...."

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POPULAR ENVOY RETURNS

On March 15, His Excellency Livingston T. Merchant presented to the Governor-General his Letter of Crecence as Ambassador of the United States to Canada. He was accompanied during the ceremony by members of the United States Embassy in Ottawa. Mr. Merchant had already served as Ambassador to Canada from 1956-58.

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YUKON DEVELOPMENT ROAD

It was announced recently by Northern Affairs Minister Walter Dinsdale that plans had been made for the construction of a development road in the southeastern part of the Yukon Territory. The road will start from Mile 65 of the Watson Lake-Ross River road now under construction, and will run to the mine-site being developed by Canada Tungsten Limited near the Flat River, just across the Northwest Territories boundary.

"This is yet another important step in implementing the Government's policy to bring the resources of the North into production" Mr. Dinsdale said. "The new road will encourage the assessment and development of an important area, and will also make it possible to bring into production a new mine of economic importance to Canada and of strategic importance to the whole free world".

COST SHARING

The first 80 miles of the road will serve the whole area and will be built by the Federal Government. The remaining 50 miles will be constructed as a mine-access road, with one-third of the cost being carried by the company. This provision for sharing the cost parallels the arrangements for similar access roads being built in the provinces under the "Roads-to-Resources" programme.

It is expected that the first tenders for construction of the Road will be called by April 1, and that the whole route will be in use in 1963. Total cost to the Federal Government is estimated at \$1,947,000.