

PREPARING FOR NATO MEETING

The Secretary of State for External Affairs, Mr. Howard Green, has announced that a Committee of Arrangements for the forthcoming NATO ministerial meeting in Ottawa has been appointed and will be headed by Lieutenant-General S.F. Clark, Chairman of the National Capital Commission. The opening date for the three-day conference will be May 22.

Working with General Clark will be representatives of the various government departments involved and of the armed forces.

The public ceremony opening the conference will be held in the Chamber of the House of Commons and the ministerial meetings will be held in the West Block of the Parliament Buildings. Renovation of the historic West Block, which has been under way for some time, is now being accelerated to provide accommodation and facilities for the meetings.

The West Block is considered ideally suited for the NATO meeting. Not only is it of historic significance but it combines central location and accommodation not only for the meetings and the related Secretariat activities but also for the international press representatives expected to come to Ottawa for the occasion.

The last NATO ministerial meeting in Canada was held in September 1951, on that occasion in the Railway Committee Room in the Centre Block of the Parliament Buildings. Since then three countries have joined NATO (Greece and Turkey in October 1951, and the Federal Republic of Germany in 1954), an increase that has entailed a corresponding increase in the members attending NATO meetings.

It is expected that about 750 persons will come to Ottawa for the meetings, including the delegations of the 15 member-countries of NATO, NATO Secretariat officials and representatives of the international press and other information media.

NATIONAL HARBOURS CARGO VOLUMES

Nearly 60 million tons of cargo were handled by Canada's National Harbours in 1962. The National Harbours were visited by over 42,500 vessels and shipped more than 391 million bushels of grain.

Statistics released recently by the National Harbours Board disclose that business during 1962 at the ports under its administration was exceeded only by the all-time record year of 1961. The Board administers the ports of Halifax, Saint John, Chicoutimi, Quebec, Three Rivers, Montreal, Churchill and Vancouver, as well as grain elevators at Prescott and Port Colborne.

In 1962 a total of 42,514 vessels arrived at the National Harbours, with an aggregate net registered tonnage of 61,605,422. They handled 59,951,291 tons of water-borne cargo, of which 17,277,434 tons were imports, 18,313,850 tons were exports and 24,360,007 tons were domestic cargo. Deliveries from grain elevators both privately-owned and those administered by the Board totalled 391,274,019 bushels.

MOBILE AIR-CONTROL TOWER

The Department of Transport has bought an air-traffic control-tower that can be moved to any airport accessible by road or rail, a 40-foot trailer that looks like a mobile house, except for a glass control-cab much like the "scenic dome" on some trains. It will be used chiefly:

- (1) in emergencies, if a fixed tower is out of commission at any Canadian airport;
- (2) to serve airports without a control-tower during periods of increased activity;
- (3) as a temporary facility at airports where a permanent tower is under construction.

DOT engineers and radio technicians have installed more than three tons of electronic devices in the trailer. To protect the \$30,000-worth of equipment, the vehicle is fully air-conditioned and rides softly on six independently-sprung wheels. It has been so designed that it may be moved by road in any province without special moving permits. It also fits railroad flatcars, "piggyback" fashion.

The glass control-cab seats two controllers. A tape recorder will monitor all conversation between controllers and pilots, as is done at all control towers.

Communications facilities in the \$14,000 conveyance provide coverage of one low-frequency and three high-frequency channels. The trailer can also be hooked up to existing telephone networks throughout Canada. The five antennae on the trailer's roof are collapsible for moving by road or rail.

The vehicle is painted in four-foot squares of white and "international orange", the standard colors in use at airports.

RCE MEMORIAL SCHOLARSHIPS

This year, 16 scholarships worth \$125.00 have been awarded by the Royal Canadian Engineers Memorial Scholarship Fund to outstanding students of engineering, architecture and applied science. The fortunate scholars are chosen from 18 universities and colleges across Canada. All are members of the Canadian Officer's Training Corps or are enrolled in the Regular Officers Training Plan. The awards are available to cadets of any Corps, but preference is given to the sons of serving or former members of the Royal Canadian Engineers and to students who plan to become members of the RCE.

ORIGIN OF AWARDS

Towards the end of the Second World War, the Chief Engineer of the Canadian Army overseas, Brigadier Geoffrey Walsh (now Lieutenant-General and Chief of the General Staff) conceived the idea of establishing a memorial to members of The Corps of Royal Canadian Engineers who had given their lives during the War. Voluntary subscriptions of some \$35,000 created the memorial fund.

The first scholarships were presented in 1949; since then 159 awards have been made.

The scholarships are awarded and funds administered through a committee consisting of the Colonel Commandant of the Corps, the Chief Engineer for the Army and a former Chief Engineer or other senior engineer officer, either active or reserve.