

dollar Seaway and Power scheme is as follows:

Power:	Canada.....	\$300,000,000
	United States.....	\$300,000,000
Navigation:	Canada.....	\$320,000,000
	United States.....	\$130,000,000

Next year, between the present head of ocean navigation and the Great Lakes to the West, there will sail bulk carriers with 25,000 tons in their holds, where before plodded small canallers, a scant 3,000 tons aboard. Through the new St. Lawrence Seaway will fly the flags of Canadian and foreign ocean-ships, loaded to as much as 8,500 tons burden, where before their smaller sisters slid carefully through the old canals with cargoes of no more than 1,700 tons.

Of the millions of tons of traffic which are expected to move through the St. Lawrence Seaway in 1959, well over 85 per cent will be in the form of bulk commodities, most notable being wheat downbound to the ocean ports from the Western wheatlands; and iron ore upbound to the steel-making centres of the Great Lakes from the great ore-fields of Northern Quebec and Labrador. Other bulk commodities will account for much of the remainder and there will be the movement of North American general cargo.

The Great Lakes overseas trade is expected to be highly significant in the use of this new traffic artery.

This trade was pioneered by Norwegian interests in 1933, it is generally agreed. It expanded sporadically in the years before World War II, but was discontinued during hostilities.

Re-established in 1945, this trade has since expanded at a phenomenal rate. By 1957 the total volume exceeded 800,000 tons.

In 1954 overseas traffic involved 14 shipping lines and 120 vessels. This year, the last to see use of the small canals, there are double that number of lines operating into the Lakes, and scheduled sailings between Great Lakes and overseas ports have been estimated at between 800 and 1,000.

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"FISHY+BACKING"

Pointing out that motor transport and railways are integrating their services and that "piggy-backing", which began to grow in 1955, is today an increasing source of revenue for our railways, Transport Minister George Hees said in Ottawa May 27 that with the opening of the St. Lawrence Seaway, it is expected that "fishy-backing," the carrying of loaded truck trailers on steamships, will grow to great importance as a unit of transportation.

In an address to the Ontario Traffic Conference, Mr. Hees stated that the United States, trailer ships are presently under construction that will carry truck trailers half way across the continent when the St. Lawrence Seaway goes into operation next year.

AIR TRAVEL

The Trans-Canada Air Lines Annual Report, tabled in the House of Commons by Transport Minister George Hees, testified to the steadily increasing use by Canadians of air transportation. A total of 2,392,713 passengers were carried by the airline last year, an increase of 15.4 per cent over 1956 and more than twice as many as were carried in 1952.

Passenger traffic accounted for by far the greatest portion of TCA revenue - \$86,523,981 or 82.4 per cent of the total revenue.

Statistically, the report showed the company, in 1957, shattered many of the records it had previously established. It provided the greatest number of seat miles and ton miles in its 21-year history, continuing to build mail, express and freight volume as well as passenger traffic.

During the year a total of 9,855,000 mail ton miles, 2 575,000 express ton miles and 12,903,000 freight ton miles were flown by the airline on regularly-scheduled passenger flights and by all-cargo air freighters.

At the year end, TCA was serving 59 communities over 27,782 miles of air routes in Canada, the United States, the British Isles, France, Germany, Bermuda and the Caribbean. Of these 59 communities, 39 were in Canada. And 27 of the 39 had populations of less than 100,000.

The Report said the company would have, by 1961, the world's first completely turbine-powered international air fleet, consisting of six giant DC-8 Jetliners for trans-continental and trans-Atlantic routes and 20 turbo-prop Vickers Vanguard and 51 Viscounts for short and medium haul routes.

MOMENTO OF COMRADESHIP

A military museum in Turkey will soon have a permanent memento of the comradeship between Turkish and Canadian soldiers during the war in Korea.

The cap badges and shoulder flashes of all Canadian units and corps that served in the Far East have been mounted on a board for display in the memorial museum at Ayas near the Turkish capital of Ankara.

The commander of the Turkish troops requested the insignia of the Canadian Army to join those of other allies in the museum.

In addition to the badges and shoulder titles, Army Headquarters is sending along a Canadian Army battle dress uniform, complete from beret to boots that can be placed on exhibit as well.

The Canadian military and air attache to Turkey, Group Captain R.F. Gross, RCAF, will make the presentation to the Ayas memorial museum.