

months, there have been no unscheduled engine removals on TCA's DC-8s while they have been on the other side of the Atlantic in the United Kingdom and continental Europe.

TCA's Rolls-Royce "Dart" turbo-prop engines, which power its Vickers "Viscounts", have an overhaul life of 4,100 hours, also an industry record.

The long life achievement of the "Conway" is an excellent example of the results of close co-operation between Rolls-Royce, the TCA engineering, maintenance and overhaul departments and the Department of Transport, Mr. Dymont said.

MAYRAND TO ARGENTINA

The appointment of Mr. Léon Mayrand as Ambassador to Argentina was announced recently. Mr. Mayrand succeeds Mr. R.P. Bower, recently appointed Ambassador to Japan.

A native of Montreal, Mr. Mayrand studied at the University of Montreal, the University of Paris and the London School of Economics. He served on the editorial staff of the Montreal daily "La Patrie" in 1933-34, and joined the Department of External Affairs in 1934. In the following years, he served abroad in London, Rio de Janeiro and Moscow.

In 1949 Mr. Mayrand was appointed Assistant Under-Secretary of State for External Affairs, and in 1951 he became Canadian Ambassador to Chile. When the International Supervisory Commissions in Indochina came into being in 1954, Mr. Mayrand became Canada's first Commissioner in Laos. In 1956 he was appointed Ambassador to Spain and in 1958 he assumed his duties as Ambassador to Italy.

When the International Supervisory Commission for Laos was re-activated in 1961, Mr. Mayrand was again asked to assume the role of Canadian Commissioner. Mr. Mayrand served at this post until his recent replacement by Mr. Paul A. Bridle.

OVERSEAS TOY MISSION

A Canadian trade mission is visiting Britain and West Germany this month to explore marketing facilities for toys, games, and other playthings. The mission comprises six representatives of the Canadian playthings industry. Its main purpose is to meet importers, jobbers and agents who have already expressed an interest in representing Canadian playthings manufacturers in Britain and West Germany. It is anticipated that the mission will result in the appointment of representatives in both countries, and that exports to Europe of the wide range of Canadian-made toys, games and other playthings will increase substantially as a result.

A RAPIDLY GROWING INDUSTRY

The playthings industry is one of Canada's most rapidly-growing secondary industries. Before the Second World War, well over half of the playthings sold in Canada were imported. Since then, the Canadian industry has increased its gross production by over 25 times its pre-war volume, and the quality and variety of Canadian-produced playthings has

increased correspondingly. The industry is now preparing to establish itself to an increasing degree in export markets.

ADULT EDUCATION

Enrolment in adult-education classes and courses increased by 30.8 per cent over the preceding year, according to the Survey of Adult Education, 1959-60, recently released.

A total of 254 universities and colleges, federal and provincial government departments and agencies, public libraries and private business colleges reported over 800,000 enrolment. Credit courses leading to a high-school diploma or university degree accounted for 19.0 per cent of the total enrolment, professional and vocational training and refresher courses for 33.3 per cent, and informal social education and cultural courses for 48.7 per cent.

Attendance at public lectures, educational-film showings and similar adult-education activities totalled more than three million, an increase of 36.0 per cent over 1959.

GIANT CRANE CHRISTENED

On November 17, Mme. Léon Balcer, wife of Canada's Minister of Transport, christened the St. Lawrence Seaway Authority's giant gate-lifting crane SLS "Hercules" at ceremonies held at Sorel, Quebec. The self-propelled, floating, revolving crane, with a capacity of 275 tons, is the largest of its kind ever built in North America.

The Minister of Transport, R.J. Rankin, President of The St. Lawrence Seaway Authority, and Dr. Pierre Camu, Vice-President, J.H. McCann, Administrator of the Saint Lawrence Seaway Development Corporation of the United States, and representatives of the shipping industry, both North American and foreign, were joined by government officials whose interests related particularly to navigation and the St. Lawrence River and Great Lakes generally.

The self-propelled crane is capable of lifting a 275-ton lock-gate leaf over the bow of its hull and rotating it for stowage on the after-deck. Its prime purpose is to remove gate leaves of the Canadian locks of the Seaway between Montreal and Lake Ontario, if one of them should be damaged by a vessel or should require replacement for major maintenance or overhaul. Some of the steel gate leaves are 80 feet in height.

The crane will also be available for use in handling heavy lifts in Montreal Harbour and possibly in other lower St. Lawrence ports and in this capacity will be able to handle about 250 tons under circumstances suitable for use in loading and unloading ships.

The hull is of welded steel, some 200 feet long and of 75-foot beam, to be able to pass through the 80-foot-wide Seaway locks. Its cycloidal propellers make it highly manoeuvrable and it can proceed at a speed of up to four knots under normal conditions.

(Continued on P. 2)