

## INDIANS OF CANADA AT EXPO

It was announced recently by Mr. Arthur Laing, Minister of Northern Affairs and National Resources, that Andrew Tanahokate Delisle, Chief of the Caughnawaga Indian Band Council, had been appointed Commissioner General of the Indians of Canada Pavilion at Expo '67. Mr. Laing said that Chief Delisle's primary responsibility would be to ensure that the Pavilion would represent the views and aspirations of the Indians and give visitors from Canada and other parts of the world a faithful picture of Indian life and culture.

"The Indians of Canada Pavilion is intended to be a genuine statement by the Indians to the people of Canada and the world", the Minister said. "Within the extremely limited time now remaining", he went on "every effort will be made to determine from the Indians what this statement is to be and how it is to be expressed. The role of the non-Indians involved in the Pavilion is simply to supply necessary skills and techniques that are not readily available in the Indian community."

The Pavilion idea was approved by the newly-established National Indian Advisory Board, which met in Ottawa in January; final Government approval was given a month later.

A site, 30,000 square feet in area, has been procured near the Canadian Pavilion, but the Indian project will be completed separate from the area to be occupied by the federal exhibit.

### RECRUITING PROGRAMME

A campaign will be launched shortly to recruit Indian girls to act as hostesses and guides for visitors to the Pavilion. About 20 girls will eventually be engaged, after an extended period of training that will include additional languages, Indian history and culture, grooming and deportment. The recruiting programme is under the direction of Bernard Lapierre Assiniwiw, an Indian actor and producer who is employed by the Cultural Affairs Section of the Indian Affairs Branch.

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## RECORD YEAR FOR NATIONAL HARBOURS

For the third successive year, new records have been established for cargo tonnage handled at Canada's national harbours. The aggregate volume of cargo registered a growth of nearly 3 per cent over the figure for the previous record year, 1964, and was accompanied by an increased number of vessel entries and registered tonnage. The thirtieth annual report of the National Harbours Board, tabled in Parliament by Mr. J.W. Pickersgill, the responsible Minister, indicated that all ports had a high level of business and produced a net profit in excess of \$680,000 for harbour operations.

Port business at NHB establishments in 1965 produced revenues of \$34 million, 13.2 percent

greater than the figure for the previous year, while expenses increased by 9.6 per cent. A net operating income of \$12.9 million at the end of the year was an improvement of more than \$2.1 million above the 1964 total. Income from investments and other sources brought total income to \$15.7 million.

After allowing \$9.4 million for interest to the Government and making provision of \$5.1 million for replacement of capital assets, 1965 port operations produced a net profit of \$681,131 compared to a loss of \$980,857 in 1964.

Operation of the two bridges over the St. Lawrence at Montreal resulted in a deficit of \$2 million. When this loss is included, the deficit for all units was \$1.3 million in 1965 compared to \$3.3 million the previous year.

### ASSETS AND EXPENDITURES

At the end of 1965, capital assets of the National Harbours Board at cost, or estimated cost, were in excess of \$446 million. Capital expenditures during the year totalled \$20.8 million and were financed by \$3.8 million from Government loans, \$10.3 million from revenues and \$3.1 million from the Board's replacement funds. Appropriations provided by the Government on a non-repayable basis to finance projects relating to Expo '67 at Montreal totalled \$3.4 million. The 1965 capital programme included new or improved wharves, new transit sheds and additions and improvements to grain elevator systems, cold storage facilities and harbour roadways.

Payments to the Government totalled \$4.6 million, of which \$4.1 million was interest on loans and \$500,000 was principal. Reserve funds for replacement, fire, and general insurance, workmen's compensation and special maintenance were increased by \$300,000.

### AREA FIGURES

Improved net operating incomes were reported for Chicoutimi, Quebec, Trois-Rivières, Montreal, Prescott and Churchill, while Halifax, Saint John, (New Brunswick) Port Colborne and Vancouver dropped from the previous year. Final figures show an improvement in the net profit position of Chicoutimi, Trois-Rivières and Prescott and a decrease in net profits at Port Colborne and Vancouver when compared to figures for 1964. The greatest financial improvement was recorded at Montreal where a net loss in excess of \$1 million the previous year was converted to a net profit of nearly \$930,000 for 1965. The new national harbour at St. John's (Newfoundland) showed a net operating income of \$141,366 and a net loss of \$45,131.

The increase in cargo volumes from 71,404,617 tons in 1964 to 73,313,834 tons included gains in such major commodities as fuel oil, gasoline, gypsum, newsprint, road motor vehicles, lumber and timber. Decreases reported included asbestos, wheat flour, sulphur, pulpwood and bituminous coal.

Exports decreased by 5.7 per cent and imports were up by 18.6 per cent. Inward domestic traffic decreased by 1 per cent and outward domestic movements rose by nearly 3 per cent.

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