

or \$6.8 million more than in the previous month. Purchase balances of \$13.7 million and \$0.8 million with the United States and other countries, respectively, were partially offset by net sales of \$1.5 million to Britain. Gross transactions in outstanding United States common and preference stocks climbed to a record level of \$148 million in January and led to a net outflow of \$13.6 million, most of which went to United States residents.

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### STERNWHEELERS REPRIEVED

Mr. Arthur Laing, the Minister responsible for the National Historic Parks system, said recently that Whitehorse, capital of the Yukon, would keep its three sternwheelers. He reaffirmed that his Department would move one of the vessels, the *S.S. Klondike*, to a municipal park in Whitehorse, where it would be restored and maintained as a national historic site. Mr. Laing added that the other two sternwheelers — the *S.S. Casca* and the *S.S. Whitehorse*, now at Whitehorse — would be left in their present location and that the area would be fenced in for security.

The Minister explained that the Department had believed previously that, because of an advanced state of deterioration, two of the ships would be difficult to preserve, and that the entire commemorative effort should be invested in the *Klondike*. However, after a recent inspection and review of costs, preparations made for a civic park and the contributions of the territorial government, the Minister concluded that the submission that had been made by the Yukon Historical Society and local residents to have the three vessels maintained could be met by leaving two of them on site and moving the *Klondike* to the new municipal park-site. The Minister said that this was made possible because the White Pass and Yukon Company (which had donated the sternwheelers to the Federal Government on condition they be moved away from the yard area) was prepared to accept this new proposal if proper protection was given for access to the two vessels.

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### PROPOSED INCREASE IN SEAWAY TOLLS

The St. Lawrence Seaway Authority and the Saint Lawrence Seaway Development Corporation announced recently that public hearings would be held to consider a proposed increase in Seaway tolls. The hearings will be held in Ottawa, beginning May 25 and in Chicago beginning June 1.

The Canadian and U.S. Seaway administrations, assisted by independent economic consultants, have examined the toll problem. Traffic forecasts have been studied and the obligation of the entities to relate proposals as realistically as possible to the financial requirements. These studies show that Seaway traffic should not be sensitive to moderate changes in tolls, and that the heavier traffic expected

and moderate toll increases proposed by the Seaway entities should enable them to meet their financial obligations.

### TARIFF DETAILS

The proposed revised tariff would be effective when the 1967 season opens, for a period of five years. The increase proposed by the Authority and the Corporation for the international section between Montreal and Lake Ontario would be approximately 10 per cent. For the all-Canadian Welland section, the collection of cargo tolls would continue to be suspended, but a lockage fee would be introduced to cover the cost of operation and maintenance.

Under the proposed schedule on the Montreal-Lake Ontario section, bulk-cargo tolls, now 40 cents a ton, would be assessed at 44 cents a ton; general cargo, mainly manufactured goods, currently 90 cents, would be charged \$1 a ton. The toll on gross registered tonnage, based on vessel sizes, would rise to 4.5 cents a ton from the present rate of 4 cents a ton. On the Welland section the lockage fee would amount to \$20 a lock in 1967 and would rise annually by \$20 a lock, reaching \$100 a lock in 1971.

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### HERRING CONFERENCE PLANNED

Recognition of the vast potential of the Canadian herring resource, and its importance to the future of the nation's Atlantic fisheries, has been indicated by interest shown in the forthcoming Atlantic Canadian Herring Fishery Conference, to be held in Fredericton, New Brunswick, in May. The meeting will be attended by more than 200 representatives of the fishing industry, officials of the Federal Government and the governments of the five Atlantic coast provinces, as well as technologists, biologists and marketing specialists. About 25 papers covering every phase of the herring fishery will be submitted for discussion.

The conference will be sponsored by the Federal-Provincial Atlantic Fisheries Committee, which is composed of the federal Deputy Minister of Fisheries, Mr. A.W.H. Needler, the general chairman of the five sessions, and the deputy ministers of fisheries of Quebec, New Brunswick, Nova Scotia, Prince Edward Island and Newfoundland.

### ITEMS FOR DISCUSSION

Reports on scientific and technological work on herring in the United States and Europe, presented by representatives of industry and government from the United States, Britain and Germany, will augment the information to be provided by the Canadian participants, who will cover every aspect of the herring fisheries, from catching methods to processing and marketing.

The views of herring fishing skippers from both Atlantic and Pacific coasts will be given. Ships and gear in various localities will be discussed by technologists of the Industrial Development Service of the federal Department of Fisheries. Research and research needs will be outlined by scientists