

appeal will be pressed, and that on the assumption that the Supreme Court of the United States decides to entertain the appeal of Colonial Airlines from the decision against it in the lower court, the case is to be argued on February 17, 1950. The United States representatives gave assurance that if the decision of the Supreme Court is favourable the Civil Aeronautics Board would submit to the President with the greatest expedition their decision concerning the application of TCA to operate between Montreal and New York.

The Air Transport Board issued the following statement:

The Board has noted that the United States Government has arranged for a hearing on February 17 by the Supreme Court of the United States of the case instituted by Colonial Airlines to determine the validity of the Bilateral Air Agreement between Canada and the United States. In the circumstances the Board does not propose to take the action with respect to Colonial Airlines which it considers it would be justified in taking in other circumstances. The Board has been informed that further inter-governmental discussions will take place if the decision of the Supreme Court makes this desirable.

SEAMEN'S VOCATIONAL TRAINING: In a joint statement on January 13 the Departments of Transport and of Veterans Affairs gave further details on the Order-in-Council under which the period in which certain merchant seamen may apply for vocational training has been extended. Under the original plan, the cut-off date for applications was June 30, 1949. Under the new Order-in-Council this has been extended until September 30 of this year. It is not essential for applicants to commence their training at once for under the new plan they will be given six months from the date of application to actually commence their course. This period can be further extended in certain cases because authority is given to the Minister of Transport to defer the commencement of training when it appears to be advisable but the application still must be made prior to September 30 of this year.

As was the case in the previous Order, applicants for training should be under thirty years of age but the Ministers of the Departments have the authority to provide training over the age of thirty if the seaman is unemployed and domiciled and resident in Canada. Another condition of eligibility is that the applicant must have received or have been eligible for the bonuses paid to those who served in the merchant seaman's manning pool during World War II.

FARM PRICES LOWER: Farm prices of agricultural products were lower on the average in November than October, according to the monthly figures compiled by the Bureau of Statistics.

The Bureau's all-Canada index, on the base 1935-39=100, is tentatively estimated at 246.0 as compared with 247.1 in October and 258.0 in November, 1948. The month's decrease continues a more or less general decline since August 1948, when the index reached a peak of 263.9. Since that time the index has dropped about seven per cent and for November was at the lowest level since April, 1948, when it stood at 242.6.

As compared with November, 1948, prices were lower for grains, livestock, dairy products, poultry and eggs, and higher for potatoes. Compared with the preceding month, the November farm prices were down for livestock, potatoes, and poultry and eggs.

COST-OF-LIVING INDEXES: Cost-of-living indexes for the eight regional cities presented mixed changes during November. Food indexes were moderately lower for all cities, but slight increases in rentals at certain centres were sufficient to overbalance declines for the former indexes. Index changes for other groups were generally narrow. Homefurnishings and services for Saint John rose 4.7 points during the month, due to increases in telephone rates, while the miscellaneous index for Winnipeg moved up 1.1 points, reflecting advances in street car fares and gasoline.

The composite cost-of-living index for Edmonton declined 0.7 points to 156.4 between November 1 and December 1, Halifax 0.6 points to 153.6, Vancouver, 0.4 points to 161.9, Montreal 0.2 points to 164.1, and Saskatoon 0.1 points to 162.7. The index for Toronto rose 0.2 points to 157.4, Saint John 0.1 points to 158.0, while there was no change in the Winnipeg series which stood at 155.7. During the same period the national index declined 0.2 points to 160.2.

WHEAT STOCKS: Stocks of Canadian wheat in store or in transit in North America at midnight on January 5 totalled 165,976,000 bushels as compared with 167,416,000 on December 29, and 169,702,000 on the corresponding date last year. Deliveries of wheat from farms in the Prairie Provinces during the week amounted to 1,900,600 bushels compared with 3,439,000 a year earlier, bringing the cumulative total for the crop year to January 5 to 239,257,000 bushels as against 234,140,000.

CARLOADINGS: Carloadings on Canadian railways during the week ending January 7 amounted to 54,498 cars as compared with 49,011 in the preceding week and 67,999 in the corresponding week last year. Loadings in the eastern division totalled 36,814 cars against 43,704 a year earlier, while western volume was down from 24,295 to 17,684 cars.