

SPRING OPENING OF SEAWAY

The St. Lawrence Seaway between Montreal and Lake Ontario is expected to be open to navigation by April 15 and the Welland Canal on April 1, weather and ice conditions permitting, according to an announcement by The St. Lawrence Seaway Authority. The Canadian lock and canal at Sault Ste. Marie, Ontario, are expected to be open by April 4.

The announcement, which is to appear as the Authority's Notice to Mariners No. 1 of 1960, from R.J. Burnside, Director of Operation and Maintenance, follows:

"Unless, in the opinion of the Authority, weather and ice conditions do not allow, navigation on the Seaway canals will open on the following dates: Welland Canal and Third Welland Canal - April 1, 1960; Sault Ste. Marie Canal - April 4, 1960; South Shore, Beauharnois and Iroquois Canals - April 15, 1960; Lachine and Cornwall Canals - April 15, 1960."

The St. Lawrence Seaway, between Montreal and Lake Ontario, was opened to navigation for the first time last year on April 25. The first ship through the St. Lambert Lock, from Montreal Harbour, was the Canadian Government ship "d'Iberville", followed by the C.G.S. "Montcalm". Both are icebreakers. The first commercial ship through the St. Lambert Lock was a Canadian canaller, the "Simcoe" of Canada Steamship Lines. She was locked through with another canaller, the S.S. "Prescodoc", operated by N.M. Paterson and Sons. First ship through the system downbound was the Canadian canaller, "Humberdoc."

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AIRPORT PROGRAMME, MALTON

Federal Transport Minister George Hees recently outlined his Department's runway-construction programme for Malton Airport to representatives of municipalities surrounding the airport. He also dealt with the report on airport-noise problems released recently by the Malton Sound Study Committee of the provincial Department of Planning and Development.

"We plan to proceed with the construction of a new parallel northeast-southwest runway just as soon as weather permits," said Mr. Hees. "This replaces the previously planned new parallel east-west runway. The reason for the change is that we ran into a serious zoning problem within the approach area at the east end of this runway. This problem arose when we learned that Carling Breweries would construct a large plant which would be very close to the Department's standard approach zoning. Relocating the same runway further south would have introduced another complication, that of the high voltage transmission line of the Ontario Hydro Electric Power Commission. It was therefore decided to defer the construction of this east-west runway."

As an alternative, explained Mr. Hees, a new parallel northeast-southwest runway was studied. "As a matter of fact," said Mr. Hees, "subsequent weather and engineering studies disclosed that this runway would be more suitable in many respects. It is a runway which we are now going to proceed to build and we anticipate that it will be completed in 1961. The project involves a 10,000-foot runway together with taxiways to the new terminal area."

On the Malton Sound Studies Committee report, Mr. Hees declared that its recommendations were "very much in line with our present airport development plans and also in keeping with our current thinking on certain noise control measures."

Mr. Hees then dealt with some of the Committee's recommendations in detail. He was of the opinion that the positioning of hangars and other airport buildings to act as buffers against noise was not practical. "Hangars and buildings must be located with regard to services and zoning," he stated "and persons working around these buildings should not be subjected to unreasonable noise levels."

Mr. Hees was also of the opinion that blast fences did not fit in as a noise-control measure, since their primary purpose was to give protection to personnel and buildings against the effects of blast.

Regarding the initiation of operational controls by the Department of Transport for noise control, Mr. Hees said, "We have been examining this very carefully since we believe that certain controls can be introduced that will be effective in reducing noise. At certain airports we consider it advisable to introduce both a preferential runway and hour system. We are planning to discuss this with the airline operators in order to reduce noise levels over residential areas."

Mr. Hees went on to say that the Department of Transport was very much in favour of collaborating with provincial and municipal authorities on the matter of establishing land use plans.

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STRATFORD FESTIVAL SCHEDULE

The complete schedule for the 1960 drama season of the Stratford Festival, just published, reveals a greater flexibility than in previous years.

On the opening nights of June 27, 28, and 29, the performances of "King John", "A Midsummer Night's Dream" and "Romeo and Juliet" will begin at 8:00 p.m. instead of the usual starting time of 8:30. This change is being made to give press representatives an additional half hour to prepare reviews for publication and enable reviewers for the morning papers to see the entire performance without having to leave early to meet deadlines. The "early curtain" is planned for the