

Sales increases in the year in the specified departments ranged from a low of 2.7 per cent in jewellery to a high of 13.1 per cent in the photographic equipment and supplies. Sales were lower in furs (1.6 per cent), aprons, housedresses and uniforms (2.4 per cent), smallwares (1 per cent), and radio and music (2.9 per cent). Value of sales in some of the major departments were (in thousands): hardware and housewares, \$86,731 (\$77,834 in the preceding year); furniture, \$79,668 (\$71,635); home furnishings, \$77,347 (\$70,048); food and kindred products, \$73,323 (\$69,285); major appliances, \$68,340 (\$60,903); girls' and infants' wear, \$62,645 (\$57,327); men's furnishings, \$58,929 (\$53,654); sporting goods and luggage, \$55,679 (\$51,017); women's, misses' and children's shoes, \$47,082 (\$44,668); and lingerie and corsets, \$46,620 (\$43,613).

December sales were lower than a year earlier for women's and misses' coats and suits, aprons, housedresses and uniforms, food and kindred products, and piece goods. Sales values for some of the major departments were (in thousands); sporting goods and luggage, \$16,176 (\$15,158 a year earlier); men's furnishings, \$14,210 (\$12,907); hardware and housewares, \$9,651 (\$9,070); food and kindred products, \$9,030 (\$9,313); girls' and infants' wear, \$8,474 (\$8,152); and hosiery and apparel accessories, \$8,288 (\$8,150).

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PREDICTIONS ON AIR TRAVEL: Transport Minister George C. Marler said February 19 that he anticipated the use in Canada by 1960 of jet passenger aircraft capable of carrying up to 150 passengers and travelling at speeds of 550 and 600 miles an hour, crossing the continent in 4.5 hours and making return trips across the Atlantic in 24 hours. "The volume of work, i.e. the number of passenger miles, done by the new aircraft will be enormous, so will their cost," he said, adding that it was a fact "That 150 of the new aircraft will in a single year be able to carry as many passengers as the 4,500 multi-engine aircraft now in the service of the world's commercial airlines."

The Transport Minister made these predictions in an address at a dinner at London, Ontario tendered jointly by the Canadian Shorthorn, Canadian Aberdeen-Angus and Canadian Hereford Associations.

NECESSARY PROJECTS

The capital cost of building and expanding Canadian airports during the past ten or more years had exceeded \$200,000,000, Mr. Marler said. "We believe that we shall have to go on spending large sums to meet the prospective needs of aviation in Canada. Though it is difficult to know just how much is involved, I shall not be surprised if the total runs between \$200,000,000 and \$300,000,000, but I cannot say just how soon we shall spend these

amounts because we must take account of economic and other conditions and we must also remember that the aviation picture is constantly changing.

"As we undertake the projects that must be carried out at airports all across Canada, I hope that you will understand that these works are a necessary part of the task of maintaining aviation in Canada in the place where it belongs and so it may best serve all of the Canadian people."

In his references to the future of aviation in Canada, Mr. Marler said that with jet aircraft carrying from 100 to 150 passengers "we can easily appreciate how much the arrival of so many passengers at the same time will tax the facilities of our terminal buildings, but at our major airports to be served by aircraft of that type we are providing for traffic of this kind." He said that radar stations being installed would "enable us to exercise efficient control over all traffic."

Mr. Marler called upon his listeners to "remember that my Department has placed security of air travel above all other considerations." He added that the Department of Transport was "now taking the steps necessary to afford more comfort to the travelling public in providing more agreeable and more commodious terminals for its use." He listed new terminal buildings at Moncton, Saskatoon, Seven Islands, the Lakehead, Comox and Sandspit as having been completed by the Department of Transport with others nearing completion at Quebec City, Windsor, Stephenville and St. John's Nfld. New buildings have been built at Calgary, Saint John, Sudbury, Rimouski and other places by the municipalities, with some government assistance, he added.

"The Department of Transport, in addition, has three very large projects on which construction is progressing which will involve an aggregate outlay of about \$20,000,000 and is developing plans for other terminals which will be built when circumstances make it seem more expedient than it is at the present time."

Outlining some of the developments contemplated on Canada's 18,000 miles of airways, Mr. Marler said that "in order to maintain at a high level the security of air travel, we have embarked upon the installation of surveillance radar at 15 of our largest airports. Each of these installations will permit the traffic controller to locate or determine the position of any large aircraft within a range of 135 miles and up to a height of 50,000 feet, and accordingly to exercise a much more effective control over the movement of aircraft on the airways."

"When we have completed the installation at these 15 points across the country", Mr. Marler said, "the whole trans-continental airway from one end to the other will lie within the range of these radar stations. It is of course, obvious that these radar sta-