

CITY POPULATIONS SOAR

Metropolitan Edmonton and Calgary had the largest proportionate population growth between 1951 and 1956 of any of Canada's 15 census metropolitan areas, according to the sixth and last of the preliminary 1956 Census of population bulletins released by the Dominion Bureau of Statistics.

Of the 230 cities, towns and villages in the sixth preliminary release, over three-quarters showed increases in population since 1951. Of the 459 municipalities, townships and parishes, slightly more than one-half gained in population size during the five-year period.

With boundary changes taken into account the population of the census metropolitan area of Edmonton showed a five-year growth of 43.3 per cent to 248,949 from 173,075 in 1951. Calgary followed with a gain of 39.5 per cent to 196,152 from 139,105. Next largest rate of gain was 20.6 per cent for the metropolitan Toronto. The increase in Halifax was 19.2 to 159,678 from 133,931; London, 19 per cent to 153,491 from 121,516; Quebec, 9.6 per cent to 301,108 from 274,827; Saint John, 8.7 per cent to 85,121 from 78,337; and St. John's, 14.5 per cent to 77,553 from 67,749.

The five-year growth in population of the city proper for both Edmonton and Calgary was closely in line with the increases for their metropolitan area. Edmonton's city population increased 40.1 per cent in the five-year period to 224,003 from 159,631, and Calgary's rose 35.7 per cent to 177,861 from 129,060. Population of the city of Halifax increased 6.2 per cent to 90,871 from 85,589, London 5.5

per cent to 100,634 from 95,343, Quebec 1.8 per cent to 166,996 from 164,016, Saint John 2.2 per cent to 51,883 from 50,779, and St. John's 7.2 per cent to 56,694 from 52,873. Population of Three Rivers rose 9 per cent in the same period to 50,221 from 46,074.

On the basis of preliminary totals, the ten cities with the largest metropolitan area populations in Canada in 1956 were as follows: (1) Montreal, 1,595,327; (2) Toronto, 1,347,905; (3) Vancouver, 658,813, (4) Winnipeg, 409,687; (5) Ottawa, 335,289, (6) Hamilton, 325,238 (7) Quebec, 301,108; (8) Edmonton, 248,949, (9) Calgary, 196,152, and (10) Windsor, 184,045. For cities, the 10 largest in 1956 were as follows: (1) Montreal, 1,094,448; (2) Toronto, 662,096; (3) Vancouver, 361,952; (4) Winnipeg, 256,683; (5) Hamilton, 237,749; (6) Edmonton, 224,003; (7) Ottawa, 215,113; (8) Calgary, 177,861; (9) Quebec, 166,996; and (10) Windsor, 120,525.

Population totals for cities between 25,000 and 50,000 are as follows: Sydney, 31,736 (31,317 in 1951); Moncton, 35,568 (27,334); Granby, 26,097 (21,989) Peterborough, 42,288 (38,272); Moose Jaw, 29,282 (24,355).

Cities between 10,000 and 25,000 population are as follows: Truro, 12,032 (10,756 in 1951); Lancaster, N.B., 12,307 (not incorporated in 1951); St. Jerome, 20,562 (17,685); Chatham, Ont., 22,158 (21,218); Niagara Falls, 23,442 (22,874); Owen Sound, 16,741 (16,423); Brockville, 13,656 (12,301); Medicine Hat, 20,621 (16,364); and Red Deer, 12,264 (7,575).

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TOURIST ACCOMMODATION: Investment in British Columbia's tourist accommodation totals more than \$81 million, according to the British Columbia Government Travel Bureau. Investment in hotels is estimated as \$57,396,000 and in tourist courts, motels and resorts as \$24,267,000.

A survey of the province's tourist industry last year showed that 47 per cent of the guests are touring B.C. residents, 19 per cent from other Canadian provinces, and 34 per cent are from the United States.

A new nine-storey hotel, the first of its size since before World War II, is planned for Vancouver. It is to be constructed in the form of a cross so that every guest room will have an outside view.

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VEHICLE TESTS: Various types of Canadian military vehicles will be tested in the sub-arctic by personnel of the Army's Vehicle Experimental and Proving Establishment this winter. The tests will be conducted at Fort Churchill, Man., and will run from November 15 until approximately March 31.

During the tests, standard military pattern vehicles and at least five British vehicles will be put through their paces under conditions of extreme cold. Unlike other years when vehicle trails have been carried out at the northern base, tracked vehicles such as snowmobiles will not be tested.

The Army has used Fort Churchill as an experimental and training base since 1946. The RCAF, RCN, Defence Research Board and the United States Army also use the base to test men and equipment.

Truly arctic from a meteorological point of view, it is the only northern military base having year-round rail and air transportation. Vehicles to be tested already have been shipped to Fort Churchill by rail.

This winter's vehicle tests will include cold starts and reliability trials where vehicles literally will be run ragged to see if they can take it in cold weather. Members of the Vehicle Experimental and Proving Establishment will also test engine heating equipment, new materials for patching tires and a traction device that it is hoped will enable trucks to manoeuvre in deep soft snow.