

UNIVERSITY YEAR 1959-60

The highlight of the year was the solution of the problem of making federal grants available to universities and colleges in Quebec. This province experienced a radical change of policy that promised more money for education at all levels. Federal grants accumulated for Quebec universities by the Canadian Universities Foundation since 1956-57, amounting to \$25.3 million, were paid to those universities as a result of legislation passed by the Quebec Legislature -- the agreement being that the universities would turn the money over to the Quebec Government's new sinking fund for support of university construction.

CHANGES IN TAX-SHARING

The Parliament of Canada amended the Federal-Provincial Tax-Sharing Arrangements Act for the years 1960-61 and 1961-62 to allow any province to collect an additional one per cent corporation income tax for the purpose of paying university grants at the rate of \$1.50 *per capita* of the population of the province. In preparation for adoption, in 1960-61, of this alternative to payment of the same amount by the Federal Government through the Canadian Universities Foundation, the Quebec Legislature passed an enabling act providing, in addition, funds to supplement the grant by the amount necessary to bring the rate up to \$1.75 *per capita*.

The Quebec Legislature also made statutory provision for basic grants and grants based on enrolment to classical colleges, effective in the year 1959-60.

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FARM PRODUCTS CASH INCOME

Cash income from the sale of farm products is estimated at \$1,279 million for the first half of 1960, slightly lower than the preceding year's total of \$1,320 million for the same period. These estimates include Canadian Wheat Board participation payments and deficiency payments made under the Agricultural Stabilization Act. Total cash income, which includes supplementary payments as well as income from the above-noted sources, is estimated at \$1,309 million, compared with \$1,341 million in the same period last year.

Supplementary payments for the first half of 1960 were \$29.6 million, higher by \$8.7 million than last year's like total of \$20.9 million. This increase can be attributed to joint Federal-Provincial Government payments on unthreshed grain left under the snow in 1959. These payments came to \$12.2 million and, when coupled with Prairie Farm Assistance Act payments of \$17.4 million, brought total supplementary payments up to \$29.6 million. Supplementary payments made during the first half of 1959 consisted only of Prairie Farm Assistance Act payments.

EAST VS. WEST

Estimates of income from farm marketings in the half-year period are higher than in 1959 in each of the five Eastern provinces and lower in each of the four Western provinces. The higher estimate for the Eastern provinces can be attributed, in part, to higher potato prices and larger cattle marketings. In the Prairie Provinces the declines can, in the main, be attributed to lower grain marketings, particularly in the first quarter of the year, when country elevators were faced with the problem of moving damp and tough grain to the Lakehead.

Returns from the sale of livestock and livestock products are estimated at \$807 million, about 3 per cent smaller than the preceding year's record first-half total of \$829 million. In the main, the decline can be attributed to reduced income from hogs and eggs.

Estimated at \$445 million, cash receipts from the sale of field crops and Canadian Wheat Board payments on previous years' grain crops in the first half of this year were 5 per cent lower than in the corresponding period last year. Smaller marketings and slightly lower prices for cereal grains, particularly in the Prairie Provinces, accounted for this decline.

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OLDEST AIRPORT REJUVENATED

A new chapter in the long and colorful history of Regina Airport, Canada's oldest flying field, began on October 12, when the new Department of Transport air-terminal building was officially opened by Transport Minister George Hees.

The fine new structure, built at a cost of \$1,500,000, is completely designed to meet the requirements of modern aviation. In addition to providing for the speedy and comfortable handling of air passengers arriving or departing from Regina, it houses all the associated aviation services such as meteorology, telecommunication's and air-traffic control that ensure the safe and efficient movement of aircraft both in the air and on the ground.

As in other air terminals recently opened in Canada, the new building is laid out in such a way that the flow of incoming and outgoing passenger traffic will not conflict. The restaurant seats 65 persons. A second-floor spectators' deck is provided for the public, enabling visitors to watch the arrival and departure of aircraft.

Regina airport's history goes back to 1912, when the first airplane ever seen in that area was flown by a pioneer pilot, C.W. Staffer. It became an actual base of flying operations after the First World War, when two veterans, Roland John Gromme and Edward Clarke, formed the Aerial Service Company Limited, with