

FLOOD RELIEF FOR N.W.T. TOWNS

Establishment of a relief fund for northern communities devastated by floods earlier this month has been announced by Mr. Gordon Robertson, Northwest Territories Commissioner. The Edmonton City Council recently offered \$10,000 for flood victims. In Medicine Hat, contributions have already been received through arrangements established by the Mayor. A contribution of \$1500 was recently announced on behalf of the Royal Bank of Canada by the manager of the main Edmonton Branch.

"The people of Hay River and Fort Simpson — and all of the Territories — are grateful for all this prompt and generous help", Mr. Robertson said. "About ten per cent of the total population of the Northwest Territories has been evacuated from their homes in this emergency. The evacuation, together with the emergency action to house, feed and clothe people has already placed a heavy cost on the territorial government. Those costs are far from ended. Temporary housing areas are being set up, people will gradually be returned to the communities — and ahead of them and the government is the tremendous task of restoring and rebuilding all that has been lost. It is far beyond the financial capacity of the Territory to put things to rights again."

RESPONSIBILITY TO MODERN PIONEERS

The territorial government, Mr. Robertson went on, would do all it could within its limited financial resources. "We have also applied for federal financial assistance", he said. "Governments cannot, however, undertake to guarantee all citizens against loss, and public money has not, in previous disasters in Canada, been used to restore all damage. Such official action cannot meet all the needs of people who have lost buildings, furniture, clothing and their means of making a living. Some have lost everything they owned in the floods. These people are the pioneers of modern Canada, pushing back the frontier and extending our country. Most have not had time to build up reserves. If they are to have a new chance, we must get the damaged communities back into operation again — before we lose the summer season — and help the people to begin once more..."

AUTO PRODUCTION

Production of Canadian-made motor vehicles advanced 31.0 per cent in April, to 62,265 units from 47,529 in April last year. Gains in January, February and March resulted in a rise of 26.8 per cent in the first quarter, and output in the January-April period climbed 27.9 per cent, to 223,834 units from 174,939 in the same period of last year.

April production of passenger cars increased 31.0 per cent, to 52,321 units from 39,929 a year earlier, and, coupled with a gain of 26.8 per cent in the first quarter, output in the January-April period advanced 28.0 per cent, to 188,342 units from 147,166 a year ago. The month's production of commercial vehicles

climbed 30.8 per cent, to 9,944 units from 7,600 a year earlier. This followed an overall rise of 26.6 per cent in the first quarter, and output in the first four months of this year jumped 27.8 per cent, to 35,492 units from 27,773.

FORCES GET PAY RAISE

The Associate Minister of National Defence, Mr. Lucien Cardin, recently announced that, in keeping with the principle of maintaining rates of pay and allowances of members of the Armed Forces in line with wages and salaries in civilian occupations, upward adjustments had been approved by the Government for all ranks effective October 1, 1962. The adjustments were made following a review of the pay and allowances of the Armed Forces based on data as of October 1, 1962. The last general increase in rates for Canada's Armed Forces was made in October 1960.

The increases include revisions in the basic rates of pay for each rank and changes in the arrangement for granting progressive pay, which will enable increases to be granted at more frequent intervals than hitherto.

Additional allowances are provided for legal officers along similar lines to those which have been granted to medical and dental officers in the past to remove the inequalities between remuneration of legal officers in the Armed Forces and legal officers in the Public Service.

The revised rates apply to both Regular and Reserve Forces.

ST. LAWRENCE SEAWAY TOLLS

The 1959 Memorandum of Agreement between The St. Lawrence Seaway Authority and the Saint Lawrence Seaway Development Corporation of the United States respecting the St. Lawrence Seaway tariff of tolls provides that, after five complete seasons of navigation, and not later than July 1, 1964, a report shall be made to the two governments concerned "as to the sufficiency of the authorized tolls to meet the statutory requirements".

A detailed analysis of the five seasons of navigation is required for the preparation of such a report, as well as an examination of various economic factors affecting the tolls structure, such as traffic growth, the competitive position of the different transportation modes and its impact on the various industries related to the Seaway.

For the purpose of assisting the Seaway entities in the course of the present review, all interested parties have been invited to submit written statements dealing with the Tariff of tolls, including the various charges, such as on gross registered tonnage, bulk cargo, general cargo, ballast and domestic package freight.

Following the review of these statements and the study of the five seasons of navigation, public hearings will be held for the submission of formal briefs and oral presentations.