

BUSIEST AIRPORT

Canada's busiest airport in 1961 was Toronto Island, with 212,735 aircraft movements. Aircraft movements include all take-offs, landings and "simulated approaches" (instrument-practice runs without touching ground). Ottawa airport came second, with 189,095 movements. In 1960 Ottawa was first, with 233,990 movements. No 1960 figures are available for Toronto Island.

The busiest hour of the year was experienced by the airport of Cartierville, on Montreal's western outskirts. On October 22 its air-traffic controllers handled 193 movements between 3 and 4 p.m., or better than one every 19 seconds!

Runners-up in total movements after Toronto Island and Ottawa were Montreal International Airport (Dorval), with 185,687 take-offs and landings (194,612 in 1960), Cartierville, with 180,210 (232,344 in 1960), Edmonton Municipal Airport, with 162,622 (no 1960 figures available), and Vancouver International Airport with 160,950 movements (1960: 203,336).

CAUSE OF FALL IN TRAFFIC

The general decline in traffic was owing to a decrease in local aircraft movements at most airports. Local movements are those of traffic remaining under tower control for practice landings and take-offs and other airwork in the airport vicinity.

At Toronto Island 168,272 movements were for local traffic (1960 figure not available) while Cartierville's total in this category was 143,773 (199,941 in 1960).

RAILWAY REVENUES

Railway operating revenues, which include October interim payments related to recommendations of the Royal Commission on railway problems, increased 6.8 per cent in October 1961 to \$101,850,800 from \$95,406,600 in the corresponding month of 1960, and operating expenses rose 2.1 per cent to \$96,474,900 from \$94,477,300. Net railway operating income rose in the month to \$5,375,900 from \$929,300 a year earlier.

Rail operating revenues, comprising railway, express, commercial communications and highway transport (rail) services, aggregated \$112,263,800 in October, up 6.8 per cent from the year-earlier total of \$105,116,100, and operating expenses at \$106,752,900 were up 3.4 per cent from the October 1960 figure of \$103,265,900. Net rail operating income advanced in the month to \$5,510,900 from \$1,850,200.

Revenue freight carried in September 1961 decreased 6.4 per cent to 16,171,400 tons from 17,276,600 in September 1960, while the average length of haul rose to 373 miles from 358. The number of passengers transported declined 4.1 per cent to 1,545,400 from 1,611,500, and the average journey to 110 miles from 114.

TRADE MISSION TO ISRAEL

A Canadian trade mission to Israel will leave Ottawa on March 14 for Tel Aviv, where it will explore the market for heavy equipment, forest products, consumer goods and engineering services. Members of the 15-man mission will study the material needs of that country, its merchandising methods and distribution system.

The prime purpose of the mission is to stimulate two-way trade between Israel and Canada. As the meeting of members of an Israeli trade mission to Canada last November with officials of the Department of Trade and Commerce was productive, it was felt that additional benefits would accrue from a complementary mission of Canadian businessmen.

Through the establishment of an office of the Trade Commissioner Service in Tel Aviv in January, a wealth of information on economic conditions in Israel and the market for products available in Canada is being supplied to firms in this country that can meet the material requirements of Israel. The Canadian Trade Commissioner in Tel Aviv is co-ordinating arrangements for the visit of this mission to his territory, and making arrangements for meetings with trade associations, government officials and businessmen who may be interested in the purchase of Canadian commodities and the utilization of engineering services that can be provided by Canada.

On their return home, members of the mission will prepare a report on their observations and, through their respective trade associations, provide prospective exporters with a better understanding of the many factors that can contribute to the development of closer commercial relations between Canada and Israel.

CONSUMER PRICE INDEX

Canada's consumer price index (1949 = 100) edged up 0.1 per cent in January and February to 129.8 from 129.7. Increases occurred in the food, clothing, transportation, health-and-personal-care and recreation-and-reading indexes, while the tobacco-and-alcohol index decreased and the housing index remained steady.

The food index increased 0.2 per cent in January and February to 125.0 from 124.8, as markedly higher prices were reported for a number of fresh vegetables, mainly imported, including carrots, cabbage, lettuce and onions. Prices were also higher for bread, eggs, oranges, coffee, tea, veal, turkey and powdered skim milk. Prices were lower for beef, pork, chicken, frozen orange juice, fresh tomatoes, and fats.

The housing index was unchanged in the month at 134.0. The shelter component was unchanged, while the household-operation component declined. In shelter, both rents and home-ownership remained at January levels. In household operation, sale prices for furniture, floor coverings, and utensils and equipment offset increasing prices for fuel and lighting.

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