

last year. Of the 141,220 applications, 24,011, or 17 per cent were from sponsored dependents of Canadian residents, 41,777 or 30 per cent, were from nominated relatives of Canadian residents and 75,432, or 53 per cent were from persons applying independently. Comparable percentages for applications received during the first six months of 1973 were 17 per cent, 28 per cent and 55 per cent respectively.

The increase in immigrant admissions to Canada can probably be traced to the attractive economic conditions in Canada in comparison to those in some other countries especially developing countries, the restrictions on the admission of persons introduced by some

other receiving countries, and the favourable Canadian admission regulations enjoyed by persons who have relatives in Canada.

Destinations in Canada

Ontario continued to be the intended destination of over half of the immigrants admitted during the first six months of 1974. Quebec, which was the intended destination of under 14 per cent of immigrants in the first six months of 1973, increased its percentage in the corresponding period of 1974 to 15.6 per cent, displacing British Columbia which showed a marginal decline to 15.4 per cent of all immigrants admitted.

1976 Olympic Games appointments

André Morin, a veteran producer with Radio Canada, the French-language national television network, has been appointed director-general of the opening and closing ceremonies of the 1976 Olympic Games in Montreal.

Maurice Allan, a 47-year-old Air Canada executive with years of experience in amateur sport has been appointed director of international relations in the field of revenue for the Organizing Committee of the 1976 Olympic Games (COJO — for *Comité Organisateur des Jeux Olympiques*). Allan's main function at COJO will be dealing with the national Olympic committees of the 131 countries belonging to the International Olympic Committee regarding COJO's revenue-producing projects such as licensing and marketing of the Montreal Olympic symbol. Allan will be head of the Canadian delegation at the Games.

Planning is under way for the Olympic youth camp, with the appointment of the camp's director, Charles Bourgeois, a 32-year-old public relations executive with Hydro-Quebec. He is on loan to COJO from Hydro-Quebec. The youth camp, which will bring together between 1,000 and 1,200 young people aged 16 to 21, will probably be located in a school or institution near the Olympic Village.

The youths, who will be selected by national Olympic committees, will arrive in Montreal about a week before the Games and leave about three or four days after the Games have ended.

Railway improvement essential

Canada needs a major railway building program "almost as large in scope as the building of the transcontinental railway" if present standards of service are to be maintained and the needs of the future are to be met, said Robert A. Bandeden, president and chief executive officer of Canadian National, addressing accounting officers of the Association of American Railroads meeting in Montreal on October 3.

Dr. Bandeden, who joined the company as an economist and was appointed its youngest-ever president earlier this year, said it was difficult to estimate accurately the capital required to carry out the massive improvement program, but that in the light of current inflation it would amount to approximately \$5 billion over the next six years.

Passenger services extra

"This expenditure is related to commercially-viable freight services on CN only, he stressed. "There are additional expenditures required if rail passenger services are to be improved, if grain systems are to be modernized, if non-economic branch lines are to be maintained and if additional trackage is to be built for reasons of national transportation policy."

Speaking on the growth of railway freight traffic in recent years (it has exceeded the growth of the gross national product by more than 50 per cent) he said that CN had ordered 17,000 new freight cars and 517 loco-

motives costing half a billion dollars in the past four years.

"But buying locomotives and cars is no longer enough," he said, "we are beginning to reach the capacity of our rail network and unless we begin immediately on large-scale programs of doubling our main lines in many parts of Canada and increasing the capacity of our yards we will not be able to maintain the level of service we are providing now. This is one of the biggest problems facing the future of transportation in Canada."

Raising the money

The major problem facing CN was raising the massive amounts required for the work of improvement. He pointed out that each year CN's operating profit — last year it amounted to \$48.5 million — was taken up to meet charges on debts which the railway had for historic reasons. "Surely it is better that profits should be used to build for the transportation needs of tomorrow rather than being used to pay for decisions in the distant past?" he said.

In the past ten years, he continued, CN had met its capital needs from its own resources and through leasing equipment. But the expenditures for the future were too great to be met in this way.

Need for increased rates

Canadian National would have to borrow — and this meant increasing its cash flow to finance the loans. The only way to improve cash flow was to increase freight rates. He pointed out that the need for freight rate increases to improve railways had already been recognized in the United States, where a general increase of 10 per cent had been granted in July.

Dr. Bandeden acknowledged that freight rate increases were a sensitive public issue. "But I feel that a growing number of Canadian businessmen are beginning to realize that it is unrealistic to expect rail transportation costs to be the only item to be kept unchanged when all other costs are increasing," he said.

There is no such thing as free transportation, Dr. Bandeden added, "someone, somewhere has to pay the costs and in a country as large as Canada these can be high...."