

### FITNESS AWARDS

Six fellowships and thirty postgraduate scholarships totalling \$67,590 have been awarded under the Act to Encourage Fitness and Amateur Sport. These awards are based on criteria recommended by the National Advisory Council on Fitness and Amateur Sport.

Three senior research fellowships, valued at up to \$4,500 each, have been awarded to persons holding masters' degrees in physical education or one of the biological sciences who have been accepted as doctorate candidates and who will emphasize scientific research in fitness in their studies.

Three special fellowships, valued at up to \$4,500 each, have been awarded to persons now occupying key administrative positions in the physical-education or recreation fields.

Thirty postgraduate scholarships, valued at up to \$2,000 each, have been awarded to persons already holding bachelors' degrees in either physical education or recreation, to enable them to proceed to masters' or doctors' degrees.

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### JUNE SEAWAY TRAFFIC

Preliminary traffic statistics released recently by the St. Lawrence Seaway Authority and the Saint Lawrence Seaway Development Corporation indicate that cargo tonnage through the Seaway continues to climb during the present navigation season when measured on a monthly basis. The total of all cargoes on which tolls were charged reached an all-time high during the month of June 1962.

Total traffic through the Montreal-Lake Ontario Section, both upbound and downbound, exceeded 3,700,000 tons, 2.7 per cent lower than that recorded for the previous month but 21.4 per cent higher than in June 1961. Upbound cargoes exceeded those of last June by 82.2 per cent for a total of 1,769,094 tons compared with 970,697 tons in 1961, while downbound vessels carried 7.1 per cent less, decreasing from 2,080,972 tons to 1,933,987 tons this year. On the basis of the navigation season to June 30, upbound traffic exceeded 3,660,000 tons, 61.0 per cent more than for the same period in 1961, although, during the 1962 season to-date, 9.7 per cent less shipping moved downbound through the Canal.

### WELLAND FIGURES

Vessel cargoes through the Welland Canal show a slightly different trend, with the result that both upbound and downbound traffic increased over 1961. Upbound cargoes for June totalled, 1,813,654 tons, an increase of 102.7 per cent over the 894,674 tons in 1961, while downbound traffic shows a 3.3 per cent increase to 3,239,479 tons compared to 3,134,743 tons last year. For the April-through-June period, the 1962 upbound traffic increased by 72.5 per cent to 3,955,494 tons, compared to 2,292,477 tons a year ago, while downbound commodities increased by 1.1 per cent from 7,866,740 tons in 1961 to 7,957,009 tons in 1962.

On the whole, the total toll traffic through the Seaway, including both the Montreal-Lake Ontario

and the Welland Sections, increased by 23.6 per cent over June 1961, while, for the navigation season to date, cargoes were 14.8 per cent above the shipments recorded for the April-to-June period last year.

The increase in upbound traffic is owing generally to extra shipments of iron ore from the Lower St. Lawrence ports to Hamilton and Lake Erie and to an extra number of ocean vessels carrying both bulk and general cargoes into the Great Lakes.

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### FERRY USES AIRLINE SEATS

Surplus passenger seats from Trans-Canada Air Lines' Vickers "Viscount" aircraft are now carrying ferry passengers across the St. Lawrence River. Twenty-five double rows of the "Viscount" seats have been installed in the 330-foot "Père Nouvel", which connects Pointe au Père and Baie Comeau on the upper St. Lawrence. The "Père Nouvel", owned by Compagnie de Navigation Nord-Sud Ltée., carries 400 passengers, 160 cars and a crew of 50.

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### COPPER PRODUCTION

Canada's copper production in 1961 reached a record-breaking total of 444,635 tons valued at \$258,582,247. Although this output was 5,373 tons higher than that of 1960, its value was \$6,264,390 less, owing to a decrease in prices. The production of refined copper declined to 406,438 tons from the 417,029 produced in 1960, but its domestic consumption rose to 141,808 tons from the 117,636 consumed in 1960. The tonnage and value of virtually all classes of exports declined.

Barring widespread labor disturbances at the producing mines, all indications are that 1962 will be another year of record-breaking production.

Exploration for copper and the development of new copper properties increased during 1961. Five new mines came into production, and 13 properties were in the process of development. Exploration and production on the Pacific coast have been stimulated by Japan's ready market for ores and concentrates. Japanese firms are not only willing to enter into long-term contracts for the purchase of raw materials but have advanced funds to help some mines to prepare for production. Although Japan's industrial expansion slackened late in 1960, its copper smelters and refiners have planned to increase their capacity from that year's 250,000-ton level to 400,000 tons a year by 1970. Since the country's own mining industry produces only about 100,000 tons of copper a year in ores and concentrates, the remainder of the smelter feed will have to be made up of scrap, ores and concentrates from abroad. Canada's west coast is favorably situated to supply these requirements in increasing amounts, and at least two mines on the east coast are also planning to ship concentrates to Japan.