

CHARGES FOR OVERSIZE

There will be token charges for additional or oversize bags: \$2 if the one-way fare is less than \$25, \$3 between \$25 and \$50, \$4 between \$50 and \$120, \$5 between \$120 and \$200 and \$6 if the one-way fare is more than \$200.

It costs \$60 to carry 100 pounds of excess baggage between Montreal and Vancouver today. With introduction of the new free-baggage allowances, it will cost only \$4 to carry an oversize bag, or a fourth bag, on the same route. The maximum size acceptable as baggage will be 36-by-26-by-18 inches.

The air-line has filed for introduction of the new free-baggage allowance on September 17, but intends to move up the date of introduction if this seems feasible.

BAGGAGE ALLOWANCE RECORD

Air Canada has long been a leader in championing the cause of increased baggage allowances. In 1961, it introduced international weight allowances - 44 pounds economy and 66 pounds first class - on its domestic services and reduced excess-baggage charges to a half of one per cent of the economy-class fare rather than of the first-class fare - an industry "first", and the most liberal free-baggage allowance on domestic services in North America.

SOVIET NORTHERN EXPERTS VISIT

A six-member delegation of Soviet experts on northern development and construction arrived in Ottawa on August 16 to begin an 18-day tour of Canada that would take them as far north as Inuvik in the Northwest Territories. "I am glad we have been able to arrange this visit", Mr. Arthur Laing, the Minister of Northern Affairs and National Resources, said in his announcement of the visit. "The Soviet Government received a Canadian delegation of six, headed by me, for a 17-day, 14,000-mile, visit to the U.S.S.R. in May and June of this year. We were able to see something of their northern construction and resource development in that time. Now the Soviet delegation will see comparable activity in Canada. Each member of the delegation is a specialist in some phase of northern construction.

"Canada and the Soviet Union are by far the largest members of the Arctic community and have much in common in dealing with the problems of construction in the permafrost and in taking resources out of the Arctic," Mr. Laing stated. "We are just beginning to develop co-operation between Canada and the Soviet Union, and we hope that the exchange of delegations between the two countries will lead to the establishment of an agreement to allow Canadians and Russians to study common problems by

visits and exchanges of professors and students as well as established specialists."

MEMBERS OF SOVIET PARTY

Heading the Soviet party is a member of the Council of Ministers of the U.S.S.R., Minister Slivinsky, who is also a Deputy Chairman of Gosstroy, the State Committee for Construction of the U.S.S.R. His Excellency, Ivan F. Shpedko, Ambassador of the U.S.S.R. to Canada, Vladimir G. Moltchanov, First Secretary at the Soviet Embassy in Ottawa, and Vladimir Mikhailov, Tass correspondent in the Parliamentary Press Gallery, are also with the party.

Mr. Laing received the Soviet delegation on August 16 and gave them a briefing on the Canadian North. The Deputy Minister of Northern Affairs, Mr. Ernest A. Côté, is in charge of the delegation in its travels through Canada. Mr. Laing, who is escorting it on its first visit to construction projects in Montreal, will rejoin it on its arrival at the Peace River site of B.C. Hydro and accompany it back to Ottawa, where concluding talks will be held. John Turner, M.P., Parliamentary Secretary, Jack Austin, Special Assistant to the Minister, and W.D. Mills, Executive Assistant to the Deputy Minister, are also accompanying the Soviet group during parts of their trip.

The Department of Northern Affairs planned the itinerary to show the visitors a variety of Canadian construction and resource-development activities in a number of Canadian cities, including Montreal, Toronto, Yellowknife, Inuvik, Whitehorse, Prince George and Vancouver. A special emphasis will be placed on projects in the Northwest Territories and the Yukon Territory.

A VARIED TOUR

The schedule provides for visits to a wide variety of construction and development sites. At Schefferville, the party will visit the Iron Ore Company of Canada's mine and at Baie Comeau they will see the port and shipping facilities. As guests of the Quebec Hydro Electric Commission, they will inspect the construction of the series of dams on the Manicouagan and Outarde Rivers. A special feature will be a tour of Manic 5, where they will see a huge buttressed multi-arch dam which, when completed, will be over 4,000 feet long and 703 feet high above bedrock.

One feature of the tour of the Northwest Territories will be a visit to Pine Point, Canada's newest northern mining town. The visitors will go underground to watch silver and gold mining operations at Elsa, Yukon Territory, and Yellowknife, N.W.T., and will visit Fort Smith, Hay River, and Canada's "town built on stilts", Inuvik.