



CANADA

CANADIAN WEEKLY BULLETIN

INFORMATION DIVISION • DEPARTMENT OF EXTERNAL AFFAIRS • OTTAWA, CANADA

Vol. 19 No. 21

May 20, 1964

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EFFECTS OF SEAWAY WINTER NAVIGATION

The Chairman of the Atlantic Development Board, Mr. Ian M. MacKeigan, recently released the following statement:

The Atlantic Development Board was directed to undertake a study of the effects on Atlantic ports of winter navigation in the St. Lawrence River and Gulf. The study has been concerned, among other things, with estimating the amount due to winter navigation of any present loss of traffic to Saint John and Halifax, the two large general-transhipment or through-traffic ports in the Atlantic region, and the potential future loss which might be entailed in more extensive navigation to St. Lawrence River ports. The study has also taken into account the benefits of winter navigation to other ports and areas of the Atlantic region.

PORTS ADVERSELY AFFECTED

It is estimated that the ports of Saint John and Halifax have experienced a combined loss due to the direct and indirect effect of winter navigation in the St. Lawrence River and Gulf of some 150,000 to 250,000 short tons per season of transhipment or through cargo. Because of the difficulty of estimating what the traffic patterns of Atlantic and Lower St. Lawrence River ports — chiefly Quebec, Trois Rivières and Montreal — would have been in the absence of winter navigation, assessments of traffic loss must be regarded solely as broad approximations. It is considered by the consultant, however, that an approximate amount of 200,000 short tons is a reasonable estimate of the annual traffic loss of Saint John and Halifax due to winter navigation. The loss of 200,000 tons of general

cargo-transhipment traffic per season would represent a loss each year of about \$3 million of direct income to the port economies and 3,600 man-months of seasonal employment. The main weight of the loss falls upon Saint John, reflecting partly the greater volume of general cargo-transhipment traffic through that port.

If winter navigation were to become fully developed in the St. Lawrence River, the ports of Saint John and Halifax would, it is estimated, suffer substantial additional losses.

PORTS FAVOURABLY AFFECTED

Some ports and areas in the Atlantic region have benefited significantly from the availability of and assistance by the Federal Government's icebreaking vessels and supporting services. The value to the pulp and paper mills at Dalhousie, New Brunswick, Corner Brook and Botwood, Newfoundland, of savings in transportation costs on newsprint as a result of direct shipments in the winter period is estimated to be of the order of \$1.6 million per season. The port of Sydney, Nova Scotia, benefits from its position as the operating base of the winter icebreaker fleet. Various other ports and areas also derive advantages from the presence of and availability of icebreakers and supporting services.

In summary, the ports of Saint John and Halifax together have experienced in the period under review a significant loss of their annual general cargo-transhipment traffic, with consequent losses in income and employment. Partly this has come about due to the direct and indirect effects of winter navigation in the St. Lawrence River and Gulf; partly, it reflects the existence of other problems. It is

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apparent that constructive measures are required to improve the year-round viability of the ports. As announced by the Honourable J.W. Pickersgill in the House of Commons, the Atlantic Development Board is undertaking special studies of the ports of Halifax and Saint John with a view to analyzing these problems and recommending steps that might be taken by the Government of Canada to assure their economic future.

FITNESS RESEARCH GRANTS

Grants to ten research agencies for studies of many aspects of physical fitness were recently announced by Miss Judy LaMarsh, the Minister of National Health and Welfare. Assisted by some \$180,000 under the Fitness and Amateur Sport Programme, university centres across Canada will investigate factors affecting physical health and performance among groups ranging from children to adult athletes.

Aid was approved on the recommendation of the National Advisory Council on Fitness and Amateur Sport and its review committee of experts in physical education and related medical fields.

Through the 12 short-term projects to be assisted, further basic knowledge will be gained concerning Canadian needs in the development of fitness and how these needs can best be met. Also, as part of a continuing programme, the University of Ottawa will receive \$30,600 to expand the resources of its national bilingual Documentation Centre, which was established last year to provide information on fitness research.

CONSUMER PRICE INDEX

Canada's consumer price index rose 0.3 per cent, to 135.0 in April from 134.6 in March, and thus was 2.0 per cent above the April 1963 index of 132.3. In April, higher prices in five of the seven main component groups exceeded declines that occurred in the transportation and recreation-and-reading components.

The *food index* advanced 0.4 per cent, to 131.8 from 131.3 in March. Higher prices were reported for a variety of items, including fruits, beef, poultry, coffee, milk, ice cream, flour, soda crackers, macaroni, shortening, and some vegetables. Prices were lower for sugar, bread, cookies, eggs, a few vegetables, and some cuts of meat.

The *housing index* increased 0.2 per cent, to 137.8 from 137.5. The shelter index was up 0.2 per cent owing to higher prices for repairs. The household-operation component rose 0.3 per cent because of higher prices for furniture, appliances, utensils and equipment. Prices were down slightly for floor coverings and household supplies.

The *clothing index* advanced 0.4 per cent, to 119.1 from 118.6, higher prices being reported for men's and women's wear, piece goods, footwear, and jewellery. Prices for children's wear were lower.

The *transportation index* eased down 0.1 per cent, to 142.8 from 143.0. Prices were higher for motor oil in some cities, but were outweighed by lower prices for new cars.

The *health-and-personal-care index* rose 0.7 per cent, to 166.5 from 165.4. The health-care component advanced 0.9 per cent with higher prices in general for doctors' and dentists' fees and optical care.

The *recreation-and-reading index* decreased 0.9 per cent, to 151.0 from 152.3. Higher prices for newspapers in some cities were outweighed by lower subscription rates for certain magazines.

The *tobacco-and-alcohol index* edged up 0.1 per cent, to 119.5 from 119.4, as a result of higher liquor prices in Western Canada and New Brunswick.

OFFICER-TRAINING PROGRAMME

Applications are now being accepted for the Canadian Army's officer-candidate programme. The training, designed to prepare suitable young men for short-service commissions in the Regular Army, begins in mid-September.

Candidates must be single, not over 23 years old, and must possess junior matriculation or equivalent standing in mathematics, science, English or French and history or "social studies". They must meet the Army's physical-fitness standards, and must enroll for a period of five years.

Unmarried men already serving in the ranks may also apply, provided they are not over 33 years of age when promoted to officer cadet.

On completion of the training programme, successful candidates are commissioned as second lieutenants and posted to units of the Regular Army. They may request to serve in the Royal Regiment of Canadian Artillery, Royal Canadian Corps of Signals, Royal Canadian Infantry Corps, Royal Canadian Army Service Corps, Royal Canadian Army Medical Corps, Royal Canadian Ordnance Corps, Royal Canadian Army Pay Corps or Canadian Provost Corps.

SCULPTURE WINNERS ANNOUNCED

Seventeen pieces of sculpture have been accepted for the Second Exhibition of Canadian Sculpture, sponsored by the National Gallery of Canada, and will be displayed at the Gallery from June 5 to September 13.

Sculptors in all parts of Canada were invited to submit photographs of their works, and a jury of three experts chose the exhibition from 267 submissions by 115 artists. The jury, under the chairmanship of Mr. Herbert Ferber, internationally-known New York sculptor, included Mr. Ronald Bloore, director of the Norman Mackenzie Art Gallery in Regina, and Mr. John A. MacAulay, Q.C., of Winnipeg, a prominent Canadian collector.

The seventeen winning entries range dramatically in size (from two feet to twelve feet high), in style and in technique. The diverse media include wood, welded steel, wood and nails, stone and wood and canvas.

OPENING SESSION OF "KENNEDY ROUND"

The following is the text of a statement made in the House of Commons on May 11 by Mr. Mitchell Sharp, the Minister of Trade and Commerce, as he tabled the official report adopted at the previous week's ministerial session of the "Kennedy round" of trade and tariff negotiations in Geneva:

I have just returned from the opening ministerial session of the "Kennedy round"... Let me deal briefly with the main decisions of the GATT meeting, particularly as they relate to Canada.

A CANADIAN GAIN

First, the trade negotiating committee explicitly recognized that Canada is a country with a trade and economic structure such that the simple across-the-board formula for tariff negotiations would not yield reciprocity of benefit. The procedures for our participation have been agreed. Canada will begin the negotiations by offering concessions equivalent in value to the trade and economic benefits we may expect to receive.

Second, for the main industrialized countries - including the United States, the European Common Market, Britain and Japan - the working hypothesis will be an across-the-board cut of 50 per cent in their tariffs.

Third, it has been agreed that the exchange of offers will be made on September 10.

Countries participating on the basis of across-the-board cuts will on that date notify the other negotiating countries of their list of exceptions to the general 50 per cent rule. Canada, on the other hand, will be starting from a positive list of offers of concessions. I confirmed that we are prepared to table our offer on the same date - September 10.

Fourth, it was decided that, for the countries participating on the basis of across-the-board cuts, exceptions are to be limited to a bare minimum required by overriding national importance.

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COMMODITIES BRANCH SUBDIVIDED

The Department of Trade and Commerce has announced the division of the former Commodities Branch into the Industrial Materials Branch and the Manufacturing Industries and Engineering Branch. This move is in response to the generally increased tempo of Canada's foreign-trade activities and attendant demands for specialized services in trade promotion and development.

There has been a marked increase in Canada's foreign trade. Of particular note has been the increase in engineering services, capital equipment, and manufactured-goods exports. In the past three years exports of manufactured products have increased by more than 50 per cent. Especially interesting has been the expansion of contracts abroad for capital equipment. Consulting engineers have also increased the scope and range of their activities in seeking foreign business.

UNRESOLVED QUESTIONS

As far as tariffs on industrial goods are concerned, these were the main decisions. The difficult question of disparities between tariff levels and how to deal with them is not yet resolved. Nor has satisfactory progress yet been achieved with respect to procedures for the negotiation of agricultural products: As Honourable Members will see when they read the report I have just tabled, the ministers confirmed that the negotiations shall provide for acceptable conditions of access to world markets for agricultural products. While detailed negotiations have already been initiated with respect to wheat and other grains, the general rules and procedures for agricultural negotiations have yet to be worked out. Canada and other agricultural exporting countries expressed in strong terms their concern with this lack of agreement as to the treatment to be applied to agricultural products, and it was agreed that the necessary rules and procedures shall be established at an early date.

On behalf of Canada, I expressed support for Poland's participation in the negotiations. It was agreed that it should be feasible to work out practical arrangements to this end, thus contributing, I believe, towards the solution of the problem of trade relations with state-trading countries.

On the whole, I believe this was a useful meeting. It committed the members of the GATT to a timetable and to a number of procedures that should facilitate the forthcoming negotiations. Needless to say, we did not resolve all our difficulties. Much remains to be accomplished even before September 10, and the subsequent negotiations themselves will probably last for many, many months beyond that date. Nor is this surprising, for never before has the world attempted such a far-reaching attack on international barriers to trade.

NEW NEEDS AND PROBLEMS

In the industrial-materials field there are the growing requirements of the business community for specialized services and attention to marketing. On the international scene there are problems both of scarcity and surplus, and others involving restrictive measures imposed or threatened by importing countries, as well as concern with stockpile disposals, international commodity agreements, etc. With the development of more favourable conditions of competition, Canadian firms supported by the trade-promotional programme of the Department are discovering new opportunities in markets abroad for raw materials, semi-fabrications and related products.

The Industrial Materials Branch will comprise the Chemicals Division, the Forest Products Division, and the Metals and Minerals Division. The Manufacturing Industries and Engineering Branch will comprise the Appliances and Commercial Machinery Division, the Engineering and Equipment Division, and the Textiles and Consumer Goods Division.

NEW DRESS FOR ARMY

The Canadian Army's new combat clothing is now in use in the 4th Canadian Infantry Brigade Group in Germany. It will be worn for operations and field training only. Battle dress will still be worn on garrison duty and by soldiers employed in non-operational roles.

The new clothing, purely Canadian in design, has undergone extensive and strenuous field trials under Arctic as well as desert conditions.

A set of the new clothing has a jacket, jacket liner, trousers, shirt-coat, lighter summer trousers, cap and high boots.

The jacket, worn with a liner, gives protection in temperatures as low as 10 degrees Fahrenheit. It has rubberized shoulders and elbows for positive waterproofing. There are two diagonal breast pockets, each designed to hold a rifle magazine, two inside pockets for personal effects and two lower outside pockets for grenades or extra ammunition.

The trousers are designed for use in temperatures ranging from 10 to 80 degrees Fahrenheit. They have rubberized linings in the seat and down the front of the legs. Both jacket and trousers can be treated with aerosol silicone spray to provide waterproofing.

During the summer or in hot climates, the jacket is replaced by the shirt-coat and lighter trousers. Both items are similar in design to the winter ones but lack rubberized linings.

The hat is made of wedges, like a baseball cap. It has a circular brim, with one portion waterproofed and stiffened for a sun shade. It can be folded to carry in a pocket or worn under a steel helmet.

The combat boot is eight inches high, with moulded soles. It is waterproof and must not be polished, requiring only occasional treatment with a silicone compound. It is worn without puttees.

All badges of rank, the cap badge and unit titles are made of cloth and are sewn to the clothing.

HOUSING CHARACTERISTICS

There were 750,942 dwellings in Canada at the 1961 census date which were describable as "crowded" because they had more than 1.0 persons a room. This number accounted for 16 per cent of all occupied dwellings (exclusive of those of the collective type), a drop from 19 per cent in 1951. These homes averaged 4.7 rooms for 6.9 persons, compared to the overall average for Canada of 5.3 for 3.9 persons. (This information is contained in a housing census release of the Dominion Bureau of Statistics that relates dwelling characteristics to the number of persons to a room.)

While 47 per cent of the dwellings reporting more than one person to a room were built since 1946, 12 per cent were in need of major repairs. In comparison, 44 per cent of the less-crowded dwellings were built between 1946 and 1961, but only 4 per cent were reported as needing major repairs. A reflection of these conditions is seen in the fact that median values of owner-occupied "crowded"

dwellings amounted to \$7,317, compared to \$11,597 for those occupied by "other-owner" households. The "crowded" tenant households averaged \$55 cash rent monthly, compared to \$67 paid by "other-tenant" households.

RETURN FROM THE CONGO

After serving for nearly four years in the Congo with United Nations forces, No. 57 Canadian Signal Unit has begun to return to Canada.

In July 1960, Canada was asked by the UN to provide troops for service in the Congo—in particular, for a signal unit. The main task of this unit was to provide communications within the Congo for UN civil and military agencies. In response to this request, No. 57 Canadian Signal Unit was formed, and arrived in the Congo early in August 1960. Since that time 1811 officers and men have served with the unit. This figure includes officers and men of various service elements.

The communications squadron of the signals unit has operated several radio-teletype detachments in the interior of the Congo, usually consisting of one officer and up to ten men. Several infantry and armoured-corps officers have commanded the detachments.

In Leopoldville, the communications squadron runs a tape relay centre, a message centre, a cryptograph centre and a transmitter station, and provides despatch-rider service between all units in the Leopoldville area. It also operates and maintains the UN headquarters automatic telephone system and the UN switchboard at Katanga headquarters in Elisabethville.

WINNERS OF HIGH PRAISE

Canadian soldiers serving with the UN force have also won high praise for their efforts in saving life and preventing bloodshed in the interior. Lieutenant-Colonel Jean A. Berthiaume of St. Hyacinthe, Quebec, was appointed an Officer of the Order of the British Empire (OBE) by Her Majesty, Queen Elizabeth II, for outstanding service. Lieutenant J.F.T.A. Liston of Montreal was appointed a member of the Order of the British Empire (MBE) by Her Majesty in recognition of his efforts in rescuing a wounded Congolese soldier and preventing other casualties in a land-mine explosion at Kabongo. Both Brigadier Jacques A. Dextraze of Montreal and Quebec City and Lieutenant-Colonel Paul A. Mayer of Ottawa were commended by UN Secretary-General U Thant and President Lyndon B. Johnson of the United States for their hard work and individual acts of bravery in helping evacuate missionaries from a Congolese province infested by guerillas.

The normal tour of duty in the Congo for Canadian servicemen is six months. The tropical posting is popular with many of them, however, and about 25 per cent apply for an extended tour of duty.

Canadian troops serving in the Congo were among the first United Nations forces to receive the UN medal for service in that country. In order to qualify for this award, members of the peace force must serve a minimum of 90 days in the Congo.

COAST GUARD TRAINING CENTRE

Mr. J.W. Pickersgill, the Minister of Transport, recently made the following statement:

For some time, the Government has been considering the establishment of a training college for new-entry officers for the Canadian Coast Guard. It has now been decided to take advantage of the availability of surplus facilities at the Point Edward Naval Base at Sydney, Nova Scotia, to get this essential project started.

INCREASE IN WORK TO BE DONE

In recent years the work of departmental ships has expanded from the maintenance of aids to navigation and some local surveying and icebreaking to a whole range of marine activities. This fleet now mans the weather stations in the North Pacific Ocean, covers Arctic supply convoys, escorts the increasingly important winter traffic into East Coast ports and the Gulf of St. Lawrence, supports scientific work afloat, and provides a special rescue service.

Including ships now building, the Coast Guard will have grown in 15 years from 27 to 60 ships, plus some 150 large workboats, tugs and barges. The modern units in this growing fleet are increasingly complex and costly, and they are required to operate in situations of especial hazard.

SHORTAGE OF TRAINING FACILITIES

Up to the present, the Department has relied on the maritime industry to provide officers for this important

fleet; but the expanding need for officers has been met by drawing on sources that cannot be tapped again, such as the former Canadian National West Indies Service, other flag transfers and direct recruiting abroad. These sources have not provided many Canadian recruits.

The efforts of existing marine schools in various parts of Canada are mainly directed towards meeting local needs of a less complex nature. To the extent that schools such as the Marine School at Rimouski, Quebec, and the new College of Fisheries and Navigation at St. John's, Newfoundland, and other local institutions can meet the standards and syllabus requirements of the new College, arrangements will be made for cadets to take basic training in navigation and other agreed portions of their course at these institutions. This plan will prevent duplication of resources and enable the new College to concentrate on needs that cannot be met in existing schools.

In view of the critical shortage of new officers for the Coast Guard anticipated in the next few years, it is the intention of the Government to proceed with the establishment of the Canadian Coast Guard College as quickly as possible. Specific entry requirements and other related information will be made public as soon as the detailed arrangements can be worked out. The first step will be to find a suitable director and recruit a staff. It is not expected that actual training will begin until sometime in 1965.

RETIREMENT OF AIR MARSHAL SLEMON

It was announced recently by the Minister of National Defence, Mr. Paul Hellyer, that Air Marshal C. Roy Slemon, Deputy Commander of the North American Air Defence Command (NORAD), would retire this summer from the Royal Canadian Air Force after more than 41 years of service. "At this time," said Mr. Hellyer, "I should like to express my personal appreciation, and that of the Government, to Air Marshal Slemon for the manner in which he has upheld the traditions of the RCAF and the good name of Canada during his four decades of service, which stretch from early Arctic exploration to his present assignment at NORAD, a post which he has held since 1957."

NEW NORAD DEPUTY

Replacing Air Marshal Slemon at NORAD will be Air Marshal C.R. Dunlap, the present Chief of the Air Staff, who will bring to his new post more than 36 years of service with the RCAF. Air Marshal Dunlap has held a number of responsible command positions both in Canada and overseas, one of which was that of Assistant Chief of Staff at Supreme Headquarters, Allied Powers Europe.

ACTIVE RETIREMENT

Air Marshal Slemon and his family will continue to reside in Colorado Springs, Colorado, U.S.A., where, as NORAD's Deputy Commander, he has lived for

the past seven years. Shortly after the news of Air Marshal Slemon's retirement had been made public, Mr. William Thayer Tuttle, President of the United States Air Force Academy Foundation Incorporated, announced that the eminent Canadian would be associated with the Air Force Academy Foundation "in its many activities which are centred in Colorado Springs". Air Marshal Slemon will be the director of a project, undertaken by the Foundation with the approval of the United States Air Force, for the creation of an Aerospace Educational Centre in the vicinity of the U.S. Air Force Academy, which will provide material to the Academy.

PROTECTION FOR RARE CRANES

A co-operative Canada-U.S. project for the protection of whooping cranes, recently announced by Resources Minister Arthur Laing and Stewart L. Udall, Secretary of the U.S. Department of the Interior, could result in an annual addition of about 100 young cranes to the wild population, which is now hovering precariously at the 32 mark.

The plan calls for a captive breeding flock of eight to ten pairs to be built up in the United States by incubating up to six eggs a year obtained by the Canadian Wildlife Service from the nesting grounds in Wood Buffalo National Park, Northwest Territories. Several conservation groups long interested in efforts to save the big white birds from extinction have been asked to comment on the plan, which was

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proposed originally by the U.S. Fish and Wildlife Service.

COLLECTION OF EGGS

Since the survival of immature whoopers has been found to be poor in years when water is abundant on the Canadian nesting grounds, the plan proposes that up to six eggs be collected in wet years. The capture of chicks or immature birds on the breeding grounds has been ruled out as too risky, except for emergency efforts to save late-hatched birds unable to make the 2500-mile flight to the wintering grounds in the Aransas Refuge in Texas.

The Canadian Wildlife Service will step up its helicopter observation flights over the nesting grounds in the summer of 1964 to locate nesting pairs and keep track of egg laying and incubation. Procedures for egg gathering, incubation, hatching, and rearing have been worked out by the U.S. Fish and Wildlife Service using eggs of the sandhill crane, a close relative of the whooper.

The first eggs will be collected in the summer of 1965, if it is a wet year and providing at least 25 birds fly north. The eggs collected will be placed immediately in portable incubators and, accompanied by a biologist-aviculturist, will be flown to a specially-prepared propagation station in the United States.

The Canadian Wildlife Service will continue helicopter flights over the nests from which the eggs were obtained to see if the birds re-nest and to ensure that any late-hatched birds are able to make the southward migration.

QUANTITY REQUIRED

Biologists estimate that 25 to 30 eggs collected in four or five wet years should produce eight to ten captive breeding pairs. Since a captive pair can produce up to 12 fertile eggs a year, eight to ten pairs should eventually produce at least 100 young whoopers a year for release to the wild.

A wild pair does not hatch more than two eggs a year, and of all the young birds hatched by the entire population each year only about five survive to reach the wintering grounds in Texas.

FRASER RIVER DEVELOPMENT

The federal Minister of Northern Affairs and National Resources, Mr. Arthur Laing, and Mr. Ray Williston, Minister of Lands, Forests and Water Resources for British Columbia, with their advisers, met recently for a preliminary review of the report of the Fraser River Board. The Board was established several years ago as a joint entity of both governments to study flood control and associated power development on the Fraser River. The discussions of the ministers were particularly concerned with the recommendation of the Board for further control measures on the lower Fraser involving dyking or re-inforcement of dyking at an estimated cost of \$4.9 million.

The ministers considered the bearing of the Canada Water Conservation Act on this recommendation and agreed to report immediately to their governments about their discussions. Further meetings at the official level to continue to develop such additional information as governments may require to come to a decision on this matter have been agreed upon.

It was further agreed that, in matters requiring continuous attention, such as data collection and expansion of the hydro meteorological net-work, a liaison agreement would be effected between the ministers in order that departmental efforts might be co-ordinated.

BUSIEST AIRPORTS IN 1963

Despite a slight drop in traffic, Toronto International Airport was Canada's busiest in 1963, for the fifth straight year.

The federal Department of Transport said recently that 86,012 take-offs and landings had been clocked compared to 89,376 in 1962. The figures do not include strictly local traffic remaining under tower control, such as planes making practice landings.

Montreal International Airport placed second, for the fourth consecutive year, with 80,821 aircraft movements compared to 82,541 in 1962. However, this airport, with its overseas traffic, saw the largest number of giant jet airliners. Its air-traffic controllers handled 15,025 movements by aircraft with a gross take-off weight of more than 200,000 lbs. Toronto International Airport recorded 12,676 such movements.

RUNNERS-UP

Ranking third and lower (all maintaining their 1962 standing) in non-local traffic were: Vancouver International Airport, with 72,881 take-offs and landings (67,237 in 1962); Winnipeg International, with 64,763 (61,740 in 1962); Ottawa, with 61,555 (58,469 in 1962); Calgary, with 57,674 (51,915 in 1962); Edmonton Industrial (formerly Municipal), with 49,489 (46,810 in 1962); Cartierville, a suburb of Montreal, with 44,277 (39,235 in 1962); Toronto Island, with 35,448 (36,563 in 1962) and Victoria, with 30,964 (31,295 in 1962).

The decline in aircraft movements at some airports is attributed to the increased use of larger planes in commercial traffic and to a decrease in local flying. The latter is especially true of Vancouver International Airport, which was relieved of most of its small-plane traffic by the Department's new satellite airport at Pitt Meadows.

If local traffic and simulated approaches (instrument practice-runs without touching ground) are included, Canada's busiest airport in 1963 was Cartierville. It reported a total of 219,967 movements, of which 175,684 were local. The corresponding figures for 1962 were 207,620 and 168,385.