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CANADA-U.S.S.R. TRADE AGREEMENT

The following statement was released on September 16 by the Minister of Trade and Commerce, Mr. Mitchell Sharp:

On behalf of the Canadian Government I have just signed a renewed Trade Agreement between Canada and the U.S.S.R. Earlier today the Canadian Wheat Board signed related contracts with V/O Exportkhleb for the supply of wheat and flour to the U.S.S.R. during the present crop year.

I am happy that these negotiations have been successfully concluded. They will have results of great significance for both the U.S.S.R. and Canada.

The first Canada-U.S.S.R. Trade Agreement was signed in Ottawa February 29, 1956, and provided for an exchange of most-favoured-nation treatment, together with a Soviet purchase commitment amounting to between 1.2 million and 1.5 million metric tons (between 44 and 55 million bushels) of Canadian wheat over the three-year period, of which a minimum of 400,000 tons (14.7 million bushels) would be taken in each year of the arrangement. A renewed Agreement, which came into effect April 18, 1960, for a further three-year period, provided that the U.S.S.R. would purchase twice as much from Canada as Canada bought from the U.S.S.R., up to a maximum of \$25 million per year, with half the Russian purchases in wheat.

Exploratory talks were held in Moscow in November 1962 on the further renewal of the Agreement beyond April 17, 1963, and negotiations to this end

were initiated in Ottawa on March 13, 1963. These talks were recessed on March 26 to provide time for both sides to consider further the important issues involved.

On August 24, the Government of the U.S.S.R. suggested that the recessed negotiations be reopened, and the Canadian Government was pleased to agree. The Canadian delegation, led by myself, held its first meeting with the Soviet delegation headed by Mr. S.A. Borisov, First Deputy Minister, Ministry of Foreign Trade for the U.S.S.R., on September 3.

TERMS OF AGREEMENT

Following intensive discussions over the past two weeks, between the two delegations and between representatives of the Canadian Wheat Board and the U.S.S.R. grain-trading organization V/O Exportkhleb, the Canada-U.S.S.R. Trade Agreement has been renewed for a further three-year period, that is, until April 17, 1966. In this connection, the Soviet Government has undertaken to purchase from Canada 5.3 million long tons (198 million bushels) of wheat and 575,000 long tons of flour (29.5 million bushels of wheat equivalent) to be shipped from Canadian ports by July 31, 1964. In addition, the Soviet Government has undertaken to purchase a further 500,000 long tons (18.7 million bushels) of wheat (or flour equivalent) in the third year of the Agreement. The quantities now purchased for shipment this year total approximately 228 million bushels of wheat. When added to the recent purchase of 11 million bushels by

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the U.S.S.R., approximately 239 million bushels of Canadian wheat and flour will be sold to the U.S.S.R. during the 1963-64 crop year. These sales are equivalent to approximately two-thirds of total Canadian wheat and flour shipments to all countries during the 1962-63 crop year. Flour shipments alone will exceed total Canadian flour exports to all countries in the last crop year. The dollar value of all the purchases made by the U.S.S.R. for shipment this crop year will approach \$500 million.

To facilitate sales of this magnitude, the Canadian Government has authorized the Export Credits Insurance Corporation to extend export-credit insurance facilities up to a maximum of Canadian \$200 million at any one time, on the basis of payment terms involving 25 per cent cash for each shipment with one-third of the remainder payable after six, 12 and 18 months from date of shipment. The effect of the \$200 million ceiling on credit outstanding is that a substantial portion of the U.S.S.R. purchases of wheat and flour will be made for cash.

BIGGEST SALE

This sale, the largest in Canadian history, is for delivery within the current crop year. As a result, a new annual record for wheat exports appears certain. The Canadian Wheat Board believes that exports for the crop year 1963-64 will be over 550 million bushels compared with the previous best year 1928-9, which was 408 million bushels and, post-war, 1952-53, which was 386 million bushels. Sales of 550 million bushels would represent foreign-exchange earnings of over \$1 billion.

The magnitude of Canadian wheat exports for the current crop year will place a heavy burden on transportation and handling facilities. During the negotiations I have been in close touch with the Presidents of the Canadian National and Canadian Pacific Railways. They have promised me the whole-hearted co-operation of their systems to facilitate the massive movement of grain that is involved. Advance arrangements have also been made with respect to water transportation on the St. Lawrence Seaway.

The current wheat crop in Canada, estimated at 695 million bushels, together with the carry-over of 491 million bushels from 1962-63, is ample to meet required deliveries. In entering into the present sale to the U.S.S.R., every care has also been taken by the Canadian Wheat Board to ensure that it will be able to deliver the quantities committed as well as to honour supply obligations to our major markets in the United Kingdom, Europe, Japan, Asia and elsewhere and under the International Wheat Agreement.

WHOLE CROP DISPOSABLE

It will be a matter of great satisfaction to all Canadians that at a time of abundance, of bumper crops, there should be a commercial demand for every bushel of wheat and bag of flour that can physically be moved through Canadian ports. Taken together, exports and domestic use in the crop year 1963-64 should reach a total equivalent to the whole of this year's great crop.

In making the special efforts that will be required by all concerned to ensure the smooth handling,

transportation and loading of this massive movement of wheat and flour from our country, Canadians from coast to coast will be conscious of their responsibility to those who need our food throughout the world. They will be conscious also of the great contribution which this record sale of wheat and flour will make to our exports, to our balance of payments, to our national income and both directly and indirectly to Canadian employment.

In taking the necessary measures to see to it that maximum supplies of Canadian wheat are made available, the Canadian Government and the Canadian Wheat Board will be inspired both by pride and a sense of deep humility that once again the bounty of nature and the skills and efforts of our farmers and of all associated with the handling of grain will be happily combined to help meet the need for daily bread throughout the entire world.

It has been a great personal pleasure for me once again to be associated with Mr. S.A. Borisov in the negotiation of a Trade Agreement between Canada and the U.S.S.R. Mr. Borisov, together with the Prime Minister, Mr. Pearson, and the late Mr. C.D. Howe, was an architect and signatory of the first Trade Agreement entered into between our two countries in 1956. It was my privilege to be across the table from him at that time and the warm friendship which was established between us then has, in the past weeks, been renewed and strengthened.

GENERAL TRADE RELATIONS

While our discussions have centered on wheat, we have also reviewed the whole range of trade relations between our two countries. I am convinced that, building on the framework established in the first Agreement, we have reached mutual understandings which will facilitate the expansion of trade in both directions, including the growth and diversification of U.S.S.R. sales to Canada under fair and reasonable conditions. Over the years to come we expect to find a continuing place for Canadian sales of wheat and many other products and manufactures in the Soviet market. Similarly, we expect that the Soviet Union will be able to increase and broaden the basis of its sales to Canada.

METEORITE BOOKLET

Valuable space clues come from meteorites, pieces of interplanetary material that plunge to earth. Scientists need all the help they can get in finding meteorites, and are willing to pay for them. The Geological Survey of Canada offers as much as \$100 for a meteorite.

Because farmers live for the most part in sparsely-settled areas and spend much of their time working on the land, they are considered among the most likely persons to find meteorites. One Canadian farmer made such a find in his backyard; the meteorite had been used for years to prop open the barn door.

To help farmers and their neighbours identify meteorites, the National Research Council Associate Committee on Meteorites has issued an illustrated eight-page booklet in English and French describing the origin and appearance of meteorites. Photographs show the three types of meteorites, and rocks or other objects commonly mistaken for meteorites.

CANADA'S FORESTS - A RICH RESOURCE

Addressing the North Western Ontario Municipal Association at Fort William on September 18, Mr. John R. Nicholson, the Minister of Forestry, expressed doubt that Canadians were giving "an appropriate degree of attention to the fact that a most serious criterion for judging the ultimate success in our national evolution will always be largely economic". He suggested, in fact, that the management of the country's vast resources was as great a challenge as "those faced in the more social and cultural areas".

Turning from these more general considerations, Mr. Nicholson proceeded to discuss as follows the problems of Canada's vital forest industries:

...Since my appointment as federal Minister of Forestry, I have used every opportunity to see as much of this part of Canada as possible, always with a special interest, of course, in the forestry community wherever I go. Over the last few months, I have visited operations in my native New Brunswick several times; spent a number of days in north-central Ontario, in Newfoundland, in Quebec, and now I am here in western Ontario in the great forested country of the Lakehead. As past president of the Council of Forest Industries of British Columbia, I feel I am reasonably familiar with that really great forest province of my adoption....

The six most westerly forest districts of Ontario... contain some 37.5 million acres of productive forest, or more than one-third of the entire accessible and potentially accessible productive forest land of Ontario.

The great forest industries here harvest nearly 40 per cent of the total volume of wood cut in this province and approximately one-sixth of all the pulp-wood cut in Canada is produced in this general area....

UNAWAWARENESS OF CANADIANS

...Everywhere I have gone in Canada, I have been impressed with the tremendous degree to which Canadians depend for employment and economic stability on their forests and the vast industries they support. At the same time, I am continually shocked by various manifestations indicating to me that millions of these same citizens are actually unaware of this fact of life. Possibly it could be that Canada's population is now mostly urban and personal contact with the forests is generally restricted to camping, hunting, fishing and other such recreational pursuits. Also, the forest community is not a nationally homogeneous one but rather made up of numerous but scattered regional communities across the country. Whatever the reasons may be, this general lack of appreciation outside the involved forest communities themselves is a most serious deficiency in society's basic information about their greatest renewable natural resource.

Without this information at hand, it is difficult for Canadians to make balanced, well-reasoned, and integrated judgments and decisions for comprehensive programmes of resource development and maintenance.

A FOREST NATION

Canada is indeed a forest nation. Consider these facts for a moment in the light of how they affect your own prime interest of municipal affairs:

The forest industries of Canada directly employ more than 300,000 persons; they have an annual payroll of some \$1.2 billion. The forest industries are first in the nation in terms of employment and wages paid, in the value of freight loaded, in the attraction of new capital investment, and in the net value of the output product in dollars.

In the terribly vital economic field of domestic exports, forest products account for approximately 30 per cent of Canada's total export value and have consistently throughout the years been our leading earner of foreign exchange.

To a large extent, then, the continued success of our forest industries is absolutely essential to the future economic welfare of the country, and with all that this implies.

Two of the great economic problems facing Canada today are regional unemployment and an imbalance of international payments. Although there is a heartening improvement in the payments picture, these remain firmly interlocking problems of the most serious dimension.

SECONDARY INDUSTRIES AND MARKETS

Surely one of the keys to the solution here must be in the development of more and more secondary industries to provide employment for more Canadians in the production of goods for Canadians and for exports to the market-places of the world. Many of these secondary industries must naturally be associated with the forest industries.

To expect success, however, we must expend every possible effort to discover, analyze and develop more and more new marketing areas for our goods. We must make every effort to diversify our markets for forest products so as to reduce the dangers attendant upon having too many of our eggs in one basket. To be overly dependent upon one market, particularly a market over which we can exercise no control, is fraught with real elements of potential disaster.

I am fully aware that good work - very good work - is being done by some segments of the forest industries and by government to develop new markets and thus reduce our dependence on any one market, but a re-doubling of all efforts in this connection is essential....

INTENSITY OF WORLD COMPETITION

World competition in forest products has never been tougher than it is today. All indications are that it is going to get even more intense before it gets better. Not only are forest products being challenged by heavily promoted substitute materials, but hitherto undeveloped but massive forest reserves throughout the world are now coming into production and head-on world competition with increasing rapidity and impact.

Nothing must be permitted to reduce our forest industry's competitive ability in the export markets.

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Its success there means national success of benefit to all Canadians, no matter what their particular endeavour. Their failure would be nothing short of a national disaster. Canada cannot afford such a disaster....

The end products of the forests themselves must be examined in relation to the rapidly-changing demands and tastes of our domestic and overseas buyers. To continue to deliver anything but a product that meets every requirement of the buyer is to ask for trouble. If we don't deliver such a product, someone else will, and soon.

But the Canadian forest industries, by and large, have a good record of achievement in the world markets up to the present time, and they have maintained this record of success without any major government concessions or subsidies. They have proven that Canada's most hopeful area of world trading is in forest products - an area where she still has some considerable natural advantages over her competitors....

Yet this margin of natural advantage is slowly but surely being reduced as the new forest areas throughout the world come into production.

IMPORTANCE OF RESEARCH

In all fields of large-scale industrial competition research now plays the dominant role. In the world's great basic industries, research provides the difference between survival and gradual extinction - research provides the new crucial margin of advantage.

...Although federal forest activities were only centralized in a Department of Forestry as such in 1960, the work being done by the new department has been going on in varying degrees since early in this century.

It has been recognized for many years that comprehensive programmes of forest and forest-fire research, forest-insect and disease surveys and research, forest-products research, and economics research can best be handled through a national agency. Whereas the actual management of the resource is logically and constitutionally the responsibility of the individual provinces, it is obvious that the need for the development and maintenance of costly and complex research facilities and staff, and a free flow of forest research data within Canada and without, is more effectively handled at the national level with close co-operation between the federal and provincial forest agencies, the universities and industry ...

FEDERAL FORESTRY RESEARCH

Specifically, our forest-research programme contributes to the development of improved forest policy in Canada in two ways:

Firstly, by providing basic information on the characteristic occurrence, growth and behaviour of tree species under a wide range of environmental conditions across Canada; and

Secondly, by developing and testing new or improved methods for use in forest management and forest-fire control.

In the field of forest diseases and insects, my Department conducts comprehensive research and

surveys throughout Canada. We also provide technical advisory services to provincial forestry departments, industry and associations, private forest owners and other agencies concerned.

Our forest-products research programme operates in close liaison with industry in a continuing effort to obtain the more efficient utilization of wood and the reduction of waste, both aspects of which have a distinct relationship to the improved ability of industry to compete successfully.

Our forest economic efforts are designed to keep the economic position of Canada's forest industries under review, to keep informed on international forestry developments throughout the world, and to conduct economic studies relating to forestry in Canada.

Over the past several years, the Department of Forestry has administered the Federal-Provincial Forestry Agreements and has made available federal funds for provincial use in fire fighting, reforestation, access-road development, and other areas of concern to those responsible for establishing a sustained-yield forest economy.

ADVANTAGES TO MUNICIPALITIES

I would expect that the establishment of sustained-yield forestry would be of considerable interest to you gentlemen concerned with municipal affairs, particularly when I should imagine revenue sources and stability are always a moot point in your area, as they are with everyone else, of course.

The crucial point here, so far as municipal affairs are concerned, is that sustained-yield forestry leads to more permanence in the size of the working force, a more steady income to those heads of households employed in the industry, a reduction in labour mobility once the operation is established, and the attraction of the essential large-scale capital investment required to set up such forest industry complexes as exist here in the Lakehead region.

The old horrors of wildly fluctuating labour forces and payrolls are reduced; the likelihood of "ghost towns" with all their attendant disappointment and financial loss is largely eliminated....

NORTHERN AIR-TRAFFIC CONTROL

High-level flights crossing Canada's Northland will enjoy the added safety of air-traffic control services starting September 26. Low-level aircraft such as bushplanes will not be affected.

The control system will serve all flights at altitudes between 23,000 and 45,000 feet. Instrument-flight rules and international standards of aircraft separation will apply.

STATIONS CONCERNED

Pilots will give position reports to Department of Transport "aeradio" stations at Frobisher, Goose Bay, Montreal, Churchill and Edmonton, to DEW-Line and Mid-Canada Line beacons and to meteorological stations at Cambridge Bay, Resolute and Coral Harbour.

AECL TO BUILD U.S. PLANT

The Commercial Products Division of Atomic Energy of Canada Limited has been awarded a contract by Ethicon, Inc., Somerville, New Jersey, for the design and construction of a plant to sterilize surgical sutures. The plant, to be built at San Angelo, Texas, and to be completed in the latter half of 1964, will irradiate sutures with gamma rays from cobalt-60 produced in reactors at the Chalk River Nuclear Laboratories. The installation will consist of a small, heavy-walled building, with a maze of thick walls surrounding a pool 20 feet deep, in which cobalt-60 is stored.

A conveyor system will carry packaged sutures into the building to be exposed to the gamma rays. The radioactive cobalt will be in the form of more than a thousand cylinders, each one inch long and a quarter-inch in diameter. The total strength of the cobalt will be 60,000 curies. (A curie is a unit of radioactivity, the quantity of a radioactive isotope in which 37,000 million atoms disintegrate every second.)

PIONEER DIVISION

AECL's Commercial Products Division, which has its laboratories and offices in Ottawa, pioneered the commercial applications of cobalt-60 in medicine, industry and agriculture. The division has built more than 300 medical-therapy units and has installed them in hospitals in 39 countries. A truck-mounted, mobile cobalt-60 irradiator designed by the division is being used to demonstrate the feasibility of using gamma rays from cobalt-60 to inhibit sprouting in vegetables.

RESEARCH AIMS

Twenty-five smaller irradiation units have been installed in various laboratories in Canada. Eight such units are in continuous operation on many co-operative programmes jointly carried out by AECL and other organizations to investigate the effects of irradiation on materials and foods. Some of the investigations aim at the improvement of materials like cotton and nylon and the development of radiation resistant greases; and other studies relate to the preservation of such foods as onions, strawberries, pears, apples and fish. Micro-biological investigations of serums and vaccines are being conducted with the aid of cobalt-60 irradiation units.

CANADA-JAPAN COMMITTEE

The second meeting of the Canadian-Japanese Ministerial Committee will be held in Ottawa on September 25 and 26. The establishment of this body was agreed on by the Canadian and Japanese Prime Ministers on the occasion of Prime Minister Ikeda's visit to Canada in June 1961. The Committee is not a negotiating body but is intended to provide an opportunity for free exchange of views between ministers of the two countries on matters of common interest.

Its first meeting was held on January 11 and 12, 1963, in Tokyo.

Canada will be represented at the forthcoming meeting by Mr. Paul Martin, the Secretary of State for External Affairs, Mr. Walter L. Gordon, the Minister of Finance, Mr. Mitchell W. Sharp, the Minister of Trade and Commerce, other ministers to be named at a later date, and Mr. Richard Bower, Canadian Ambassador to Japan.

Japan will be represented by Mr. Munenori Akagi, Minister for Agriculture and Forestry, Mr. Kakuei Tanaka, Minister of Finance, Mr. Hajime Fukuda, Minister for International Trade and Industry, Mr. Shigenobu Shima, Vice-Minister for Foreign Affairs, and Mr. Nobuhiko Ushiba, Japanese Ambassador to Canada.

The Japanese delegation will arrive in Ottawa on September 24. Following the meetings, the members will fly on September 27 by way of the St. Lawrence Seaway to Toronto and will visit Niagara Falls and hydro and canal developments in the Niagara Peninsula.

TRANS-CANADA JET FREIGHTERS

Trans-Canada Air Lines will begin jet-freighter service across Canada on October 28, with DC-8F jet traders capable of carrying up to 45,000 pounds of cargo in their freight compartments and in lower holds. The new service, which will operate between the principal cargo-generating centres of Montreal, Toronto, Winnipeg, Edmonton and Vancouver five days a week, Monday through Friday, will provide Canadian manufacturers and shippers with the fastest, most economical air-freight service in the world. Vancouver will be less than six flying hours away from Montreal; Toronto, just two hours from Winnipeg.

The DC-8Fs will carry six pallets of freight. Each pallet is capable of holding up to 7,000 pounds of cargo, but the average load will be about 5,000 pounds. Additional freight can be carried in the holds below the main aircraft deck.

WEST-EAST SERVICE

The jet traders will operate westbound in the late evening hours and return during the day, with an early-morning departure from Vancouver. In addition, TCA will provide through jet-freighter service from Vancouver to London, England, three days a week, to service shippers and receivers in Western Canada with one-day service to Britain.

At present, TCA has two DC-8Fs in mixed freight-passenger configuration operating on the North Atlantic route between Montreal and London. Two other DC-8Fs in all-passenger configuration are also in service and a fifth jet trader is scheduled for delivery early in 1964.

TCA was the world's first airline to introduce jet freighters.

READILY CONVERTIBLE

Powered by four Pratt and Whitney JT3D turbo-fan engines, the DC-8F cruises at 550 miles an hour. It is readily convertible to carry varying "mixes" of cargo and passengers to meet seasonal fluctuations and to permit air-freight capacity to expand with the

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increasing growth of the air-freight business. The transcontinental DC-8Fs will carry about 80 economy-class passengers, besides cargo.

TCA's jet trader has a cargo-access door measuring 140 inches in length and 85 inches in height, larger than the door of a standard railway boxcar, making it possible to carry extremely large pieces of cargo.

The floor of the cargo cabin is fitted with removable roller sections to permit easy handling of the plywood pallets which measure 108 x 80 inches. Restraint brackets secure the pallets to the floor.

The pallet system and rollers, coupled with special ground-handling equipment, allows the airline to load and unload the DC-8F quickly and with a minimum physical effort.

GIFTS TO NATIONAL MUSEUM

Four life-sized statues, carved direct from the log by Louis Jobin, are among the major gifts to the National Museum of Canada this year.

"Louis Jobin of Ste Anne de Beaupré was one of Canada's outstanding sculptors and the last in the great ecclesiastical tradition of wood-carving in French Canada," said National Resources Minister Arthur Laing recently. "We are grateful to Mr. A. Sidney Dawes of Montreal for three of the statues, and to Dr. Herbert Schwartz of Montreal for the fourth."

END OF A TRADITION

Jobin's death in 1928 ended a rich tradition of religious sculpture in French Canada. The art originated in the famous Ecole des Arts et Metiers founded in 1676 at Cap Tourment by Mgr. de Laval, Bishop of Quebec. The life-size wooden statues of saints and angels were designed to adorn parish churches, graveyards and cross-roads. Some of the more valuable pieces are now the prized acquisitions of the National Museum of Canada, the National Gallery, Montreal Museum of Fine Arts, Detroit Institute of Fine Arts and other museums and private collectors.

The three statues presented to the National Museum by Mr. Dawes are of the Virgin Mary, St. Joseph and St. John. The fourth statue, also of St. John, retains the original paint applied to protect the figure from weathering.

Another major gift to the Museum this year is a collection of war clubs, paddles and artifacts from New Guinea, given by Mr. Leonard Dover of Kingston.

EARLY DRESS

Mr. Charles Crowley of Rosemere, Quebec, presented a rare collection of fashionable costumes of the year 1813. These include a wedding dress and slippers and a pair of gentlemen's high trousers in pale yellow linen. "Clothing of any year prior to 1840 is difficult to find," says Dr. L.S. Russell, National Museum Director. "The same is true of the war years, 1914 to 1918. At that time adult clothing — and particularly men's — was so often cut down to make clothing for children."

PRINTING AND PUBLISHING

Revenue or the value of shipments from the printing, publishing and allied industries totalled \$865,931,000 in 1960 in Canada, up 7.1 per cent from the 1959 total of \$808,640,000, according to the annual DBS general review of the group. Values were higher in 1960 than the preceding year in each of the industries in the group, as follows: printing and book-binding, \$245,848,000 (\$243,078,000 in 1959); lithographing, \$114,504,000 (\$97,638,000); engraving, stereotyping and electrotyping, \$42,429,000 (\$41,664,000); trade composition, \$9,316,000 (\$8,603,000); publishing only, \$93,894,000 (\$69,783,000); and printing and publishing, \$359,876,000 (\$347,874,000).

Revenue from newspapers and periodicals printed for publishers rose in 1960 to \$34,981,000 from \$33,941,000 in 1959, printed advertising to \$85,327,000 from \$78,759,000, printed bound books to \$20,385,000 from \$18,839,000, forms (continuous and units-sets) to \$32,574,000 from \$30,692,000, greeting cards to \$18,675,000 from \$16,611,000, and shipping and merchandise tags and labels fell to \$18,080,000 from \$18,220,000.

CONTINUOUS WEATHER BROADCASTS

During the past few months, pilots flying over southwestern Ontario have been getting weather information from continuous taped broadcasts.

The service, started by the Department of Transport as an experiment last April, is broadcast on the Toronto Radio Range Frequency 368 Kc/s. It includes the area forecast, icing levels, turbulence, winds aloft between 3,000 and 10,000 feet and the terminal forecast for 11 surrounding airports. The length of the tapes varies from three to eight minutes — the longer periods being during bad weather.

BROADCAST INTERVALS

As in the past, the half-hourly reports of current weather information taken at each station together with three or four surrounding stations are still broadcast at approximately 25 and 55 minutes past the hour. At these times the tape recording is cut and the operator reads the sequences both on the low-frequency and on the very-high frequency channel of the omni-directional radio range.

New tapes are made every six hours, current weather information and special weather reports for points within the area being added at the end.

Although available to all aircraft from single-engined sports planes to large commercial jets, the service has proved particularly popular with operators of small planes flying under visual flight rules (VFR). In addition, it has proved beneficial to mariners operating within the broadcasting range and to radio stations which monitor this frequency in order to give their listeners the most complete weather picture available.

The Transport Department is now evaluating the results of the six-month test period before deciding whether to continue the service at Toronto and possibly expand it to other regions.