

Tax-free work urged after retirement

Canadians over 65 should be given a "tax holiday" to encourage them to continue working after normal retirement age, according to Kris Kristjanson, vice-president, corporate planning and personnel, for Great-West Life Assurance Co. Mr. Kristjanson says the conception of retirement at 65 may not be valid in today's circumstances.

Demographic trends clearly show that older people will continue to represent a growing percentage of the total Canadian population — a looming tax burden. Under his plan, there would be a "free market system" for older people, allowing employees over 65 to negotiate their terms of employment exclusively with their employer. "The central point is that older workers, in many cases, have a significant contribution to make in terms of skill, wisdom, initiative and desire to contribute to the productive effort. A monetary incentive to continue working can be provided by the simple act of making all new earnings tax free. From the standpoint of the national treasury, the present taxes forgone through such a policy would be less than half of 1 per cent a year of total federal income tax. This loss would be more than offset by the benefits of greater productivity and increased spending of new consumer dollars."

Go-train system

The Government of Ontario will spend \$55 million over the next three years on development of a new commuter train — the third element in a five-stage program aimed at the creation of an intermediate capacity commuter transit system for major Ontario cities.

Canada Weekly is published by the Information Services Division, Department of External Affairs, Ottawa, K1A 0G2.

Material may be freely reprinted. A credit would be appreciated. Photo sources, if not shown, will be provided on request to (Mrs.) Miki Sheldon, Editor.

Cette publication existe également en français sous le titre Hebdo Canada.

Algunos números de esta publicación aparecen también en español bajo el título Noticiero de Canadá.

Ähnliche Ausgaben dieses Informationsblatts erscheinen auch in deutscher Sprache unter dem Titel Profil Kanada.

The program replaces an earlier one that was abandoned 14 months ago owing to difficulties with the design of a high technology system. Much of the basic work from the original project will be incorporated as the remaining stages proceed. The first two stages covered assessing transit needs, and preparing cost estimates, preliminary designs and detailed specifications.

The train will have wheels (unlike its predecessor which was designed to float on a magnetic cushion), and all propulsion and braking will be through linear induction motors which have no moving parts and draw power through a third rail. The steel wheels would be

lined with a fibrous or plastic material to reduce noise. A fully automatic train control will eliminate the need for staff on board and permit operation of trains at 50-second intervals.

Many of the routes in Ontario cities would use guideways and elevated stations up to 55 feet above ground. Estimated cost of the routes is at least \$19 million a mile. In the third stage, a one-and-a-half mile test track will be built at a site near Toronto.

Sometime after 1979, if all works well, the final phases of production of prototype vehicles and full commercial production for actual transit services will begin.

News briefs

■ Defence Minister James Richardson resigned from the Cabinet on October 13 "to oppose the entrenching of French-language rights in the Constitution under a Quebec veto, at least until Canada has developed bilingual policies that are workable and acceptable". Prime Minister Trudeau commented that the resignation "was premature because we have not patriated the Constitution yet, and we haven't entrenched any language rights into it".

■ The national day of protest against wage and price controls kept over 1 million employees off the job on October 14, estimates the Canadian Labour Congress, which organized the one-day strike. Although demonstrations drew wide attention from the media, the protest was not as successful as organizers had hoped. Apart from interruptions in some bus services and mail deliveries, the general public was little affected. Government officials said the federal three-year program would continue with its aim of reducing the annual rate of inflation to 6 per cent next year and to 4 per cent the following year.

■ Premier Robert Bourassa of Quebec has called an election for November 15, two years before his mandate ends. In a short television announcement on October 18, he cited as reasons federal/provincial negotiations on the patriation of the Constitution and labour unrest. Mr. Bourassa's Liberal party won 102 seats out of a

total of 110 in the province's last election in 1973.

■ Progressive Conservatives won two federal by-elections on October 18. Jean Pigott took the traditionally Liberal seat from Henri Rocque in the Ottawa-Carleton riding formerly held by John Turner, and John Crosbie retained the Conservative seat in St. John's West, Newfoundland, with New Democratic Party candidate Tom Mayo, second. House of Commons standings are now Liberal 138, Progressive Conservative 97, NDP 16, Social Credit 11, Independent 1. There is one vacant seat.

■ Under an agreement signed October 14, the Canadian Development Corporation will lend Poland up to \$102 million to finance \$113-million worth of Canadian equipment for a pulp and paper plant in Poland.

■ Lower increases in freight rates for the movement of livestock from western to eastern Canada have been announced by Transport Minister Otto Lang, who said the railways had agreed to limit the tariff increase to 5 per cent for all western provinces until the end of this year. The railways previously announced rate increases, effective October 1, of 11 per cent in British Columbia, 9 to 10 per cent in Alberta, 7 per cent in Saskatchewan and 5 per cent in Manitoba. As a result of negotiations with the Canadian Cattlemen's and the Ontario Cattlemen's Associations, the railways have agreed to the reduced tariff increase despite 1976 rail cost increases that would require a general increase of 12 per cent.