

are successful, the company plans to manufacture products in Britain.

"Laura Secord is not looking to take over the U.K. confectionery market," said Mr. Hillhouse, "but we feel there is a small slot here for our high-quality product."

The name Laura Secord belongs to a woman, who over 150 years ago, made a heroic journey through the American lines in the War of 1812.

MORE INITIATIVE GRANTS

An additional \$50 million in federal funds has been allocated to the Local Initiatives Program, Manpower and Immigration Minister Otto Lang announced recently. This amount, to be provided for proposals submitted by private and community groups, will supplement the \$100-million Local Initiatives Program that included \$50 million for municipal projects and \$50 million for private initiatives.

Private applications have been outnumbering municipal proposals at the rate of almost three to one. As of January 10 the Department had received a total of 4,741 private applications of which 898 have been approved in an amount of more than \$26 million. By comparison, 1,792 municipal applications have resulted in 408 approvals for an amount of nearly \$12 million.

In addition to these approvals a large number of private projects worth \$8 million and municipal projects worth \$4 million have been processed, for a total of \$34 million private and \$16 million municipal projects for which funds are committed.

"With the added \$50-million allocation," Mr. Lang pointed out, "it will enable us to consider many private projects that might otherwise have been rejected. We will be able to consider applications received until January 31, but even with this additional money some very worthwhile projects will have to be refused. It will necessitate making difficult decisions involving many good projects," he said.

The Minister described the assessment process by which a selection is made, the main criteria being the number of unemployed in the area of the project and the number and types of job created in relation to the skills and experience of the unemployed.

The potential value of the project to the community is also important. If a large number of people will benefit through provision of facilities or services or if an intensive service is likely to be provided to people greatly in need, it is rated highly.

Projects directly involving unemployed people in their development and operation are given a slightly higher value than projects in which the unemployed are simply workers. Generally, involvement by the unemployed is more common in private applications.

A slightly higher value is given to projects that

would create jobs new to the community concerned, rather than simply additions to the existing kinds of job.

The additional \$50 million brings to \$548 million the amount provided by the Federal Government for the Special Employment Plan announced last October. In addition to the Local Initiatives Program, the plan includes: accelerated public works and housing programs, more training facilities for workers: and assistance for local exhibits and fairs.

HALIFAX CONTAINER TERMINAL

Watching a 40-foot (12.2m) container, carrying 24 tons of cargo, swing ashore at Halifax, Nova Scotia an oldtimer shook his head in disbelief: "Why, a few of those was almost a ship's cargo when I was a boy!" The containers kept on swinging ashore — one every three minutes for more than ten hours.

With 56 acres (22.7 hectares) paved and fenced, Halifax Container Terminal, which opened last September, is the largest in Canada and, by the end of 1971, was handling units at a rate of 100,000 annually.

The advent of containerization brought more than a new method of handling cargo advantageously. It necessitated reassessing traditional routes and developing new ships, new handling equipment, new railroad equipment. Nowhere, says the Department of Industry, Trade and Commerce, have these developments, linking rail and ship in an inter-modal system, advanced more rapidly than in Canada.

Halifax has no great industrial hinterland of its own; its success as a "containerized" port hinges on rail service right from the dock to inland Canada and the United States. A second hinge to its full development lies in establishing in the future, a feeder service under which containers can be discharged at Halifax and carried in smaller vessels to other east-coast Atlantic ports and the Caribbean.

In competing with eastern U.S. ports for inland traffic, Halifax has the advantage of being hundreds of miles closer to Europe on the Great Circle route. Ships stopping at Halifax require only a 20-mile (32.2km) diversion, which enables inland-bound containers to reach their destination faster and at competitive cost.

Four major container lines are already using the new terminal:

Atlantic Container Line, a combined container and roll-on/roll-off operation, provides two weekly services — one to Gothenburg and Greenock, the other to Britain and Western Europe. Dart Containerline runs a weekly service to Britain and the Continent. Caribbean Container Line sails weekly for Bermuda, the Bahamas, the Dominican Republic and Jamaica. In May, Columbus Container Services inaugurated a direct run to Australia and New Zealand. When new vessels are received from the yards, this will become a tri-weekly schedule.