

tion, compared to 36,693 last year. Major contributors were: United States, 24,424, Trinidad and Tobago 4,790, Jamaica 4,659.

South America contributed 4,943 persons, or 3.3 per cent, compared to 4,767, or 3 per cent, in 1969. Guyana was the single highest source country, providing 2,090 immigrants.

#### PROVINCE PREFERENCE

Among the provinces, Ontario attracted 80,732 (54.7 per cent) of the 1970 total, compared to 86,588 (53.6 per cent) in 1969. Quebec came second, with 23,261 (15.7 per cent), compared to 28,230 (17.5 per cent) in 1969. British Columbia was third, with 21,683 (14.6 per cent) and 21,953 (13.5 per cent) in 1969. Alberta ranked fourth, with 10,405 (7.04 per cent), compared to 11,274 (6.9 per cent) in 1969. The Prairie Provinces received 17,940, or 12.14 per cent of the immigration flow, compared to 20,146 or 12.4 per cent in 1969. The Atlantic Provinces received 3,262 (2.2 per cent) in comparison to 4,420 (2.7 per cent) in 1969.

Most of the immigrants - 128,597 or 86 per cent - were under 40 years of age. The total was almost equally divided between the sexes - 74,257 male and 73,456 female.

#### FRENCH INDUSTRY IN QUEBEC

The General Company of Radiology (Compagnie Générale de Radiologie), a French international concern, plans to build a \$9-million plant in Quebec. Construction is to begin in the spring, and will be located in Lachute Industrial Park, in southwest Quebec's Argenteuil County. When operations begin in 1972, 200 people, mostly technicians, will be employed, and a total personnel of 350 is expected by 1975. Part of the staff will receive specialized training in France.

While releasing this news during a press conference, Gérard D. Levesque, Minister of Industry and Commerce of Quebec, who also heads the Department of Intergovernmental Affairs, expressed his satisfaction to see co-operation between France and Quebec being given such a boost.

The General Company of Radiology is one of the most important industrial groups of its kind on the international business scene. It has establishments in Germany, Belgium, Italy, Spain, the United States, Venezuela, and Brazil. According to its president Hugues Cantin, the company employs 3,500 people and had a turnover of \$90 million in 1970.

This is the first concern to take root in Lachute Industrial Park, which is designed to accept about 20 industries. GCR is also the first large French firm to settle in Quebec since agreements on industrial and scientific co-operation between France and Quebec have been signed.

#### LOCOMOTIVES TO AFRICA

More than 3 million hours of work for Canadians - enough to keep about 1,700 men employed full-time for a year - will be generated by two recent loans provided under the Government's development-assistance program for Commonwealth Africa.

During a recent tour of the MLW-Industries Division plant in Montreal East, Paul Gérin-Lajoie, President of the Canadian International Development Agency, said that 89 diesel-electric locomotives, to be produced in Montreal during 1971 and 1972 by MLW-Worthington Limited for shipment to Africa, "will not only strengthen greatly the transportation networks of four developing countries, but will also keep many skilled Canadians busy in Montreal and other parts of the country".

Purchase of the locomotives - 54 by the Nigerian Railway Corporation and 35 by the East African Railways Corporation - was made possible by two CIDA development loans advanced on terms that will not add to the debt service burden being experienced by many developing countries. These are 50-year no-interest loans with repayment beginning after ten years. During his recent tour of Africa, the Secretary of State for External Affairs, Mr. Mitchell Sharp, signed a \$20-million development loan agreement in Lagos, and a \$1-million addition to a recent \$13-million loan to the East African Community that comprises Tanzania, Uganda and Kenya.

#### CANADIAN MAN-HOURS OF WORK

MLW-Worthington Ltd. of Montreal was successful in winning these two international contracts in competition with European, American and Japanese manufacturers. MLW, which has built more than 6,000 locomotives since the turn of the century in its Montreal locomotive works, estimates that production of materials, components and the finished units (more than 80 per cent Canadian in content) will involve 1,070,000 man-hours of work in Montreal and 2,310,000 man-hours elsewhere in Canada by its 600 suppliers. The total of 3,380,000 man-hours is equivalent to a year's employment for more than 1,700 workers. In addition, a number of Canadians will also be employed on maintenance and training teams to be sent to Africa during the guarantee period.

With its long experience, vast distances, and extremes of climate, Canada has gained international prestige as a railway nation, and CIDA has co-operated with the Canadian National Railways' International Consulting Division in fielding teams of railways management experts to study the problems and modernize the railway systems in several African countries. About 40 Canadian experts, including cost economists, operations advisers, systems analysts, and accountants will have been employed in Nigeria, Zambia, Botswana, Tanzania, Uganda, and Kenya, when current programs are completed.