

portation systems to Canadian needs and climatic conditions, causing less dependence on imported technology and more emphasis on the development of the industry in Canada.

The proposed corporation would have its headquarters in Toronto but, Mr. Gillespie emphasized, responsibility for the development and manufacture of either individual systems or system elements would be vested in companies based in various regions.

Ownership in the corporation would be held by the Federal Government and the participating provincial governments. The new body, with a capital of \$40 million, would help define transport needs across Canada and recommend the best systems. It would acquire, develop, adapt, use and license patents, inventions, designs and systems for all or any part of urban transportation systems.

It would also sell systems and equipment throughout the world and undertake other activities essential to the attainment of the best in urban transportation systems.

Upturn unlikely before third quarter — Royal Bank

An upturn in the economy is unlikely before the third quarter at the earliest and probably will not show up before the year-end or early 1976, says the Royal Bank of Canada.

The statement is based on preliminary fourth-quarter results from the bank's trendicator index of 11 leading economic indicators. The index, designed to forecast significant changes in the direction of real economic activity several quarters before they actually occur, registered its fourth successive decline in the fourth quarter of 1974.

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"In view of Canada's relatively expansionary monetary and fiscal policies, we continue to expect an upturn in the trendicator by mid-year and an upturn in the economy by year-end or early 1976," the bank said. An upturn in the index tends to precede the actual economic upturn by about six to nine months.

Two new governors for IDRC

The Secretary of State for External Affairs, Allan J. MacEachen, announced on February 17 the appointment of two new governors and renewal of the appointments of three others of the 21-member Board of Governors of the International Development Research Centre.

Victor L. Urquidí of Mexico and Manuchehr Agah of Iran, both economists are the new members; those appointed for a second term are Pierre Bauchet of France, Louis Berlinguet of Canada, and Sir John Crawford of Australia. To ensure a measure of continuity, governors are appointed for a four-year term on a rotating basis.

The IDRC, a public corporation established by an Act of the Canadian Parliament in 1970, supports research to adapt science and technology to the needs of developing countries.

In accordance with the Act, governors are appointed by the Government of Canada. Eleven, including the chairman and vice-chairman, must be Canadian citizens. It has become practice to draw the other ten from among people from other countries who have made notable contributions in the field of international development. Six of them are from developing countries.

Louis Rasminsky, the former Governor of the Bank of Canada, who has been IDRC chairman since March 1973, succeeded the late Lester B. Pearson. W. David Hopper, a noted agricultural economist, has been president of the IDRC organization since 1970.

The governors of this autonomous corporation meet twice yearly to formulate policies and to approve projects; the next meeting will be held from March 15 to 18 in Singapore. In nearly five years of operation, the IDRC Board has approved 242 projects involving grants totalling \$46.5 million in 63 countries.

Colleges compete to build electric car

Two of Manitoba's community colleges are competing to produce an electric car by the spring of 1976.

The car is to be produced by converting a standard automobile to electric propulsion to demonstrate the feasibility of electricity-powered autos of limited speed and range for use in warm weather.

Each college will receive a grant of \$4,000 from the Manitoba government for purchase of such parts as car body, batteries, motor and controls. The competition is based on technical achievement, rather than a race to produce the first car.

Red River Community College, Winnipeg, and Assiniboine Community Colleges, Brandon, have both automotive and electronics classes, and have been asked to compete.

The competition is being sponsored by the provincial government, with the participation of Manitoba Hydro, the Manitoba Research Council and the Motor Vehicle Branch of the Department of Highways.

In addition to demonstrating the use of a renewable energy source that has minimal or no polluting effect, as an alternative to non-renewable fossil fuels, the project will give community college students an opportunity to use the skills they have acquired in an imaginative way and relating to a specific project.

It will also give the Motor Vehicle Branch an opportunity to determine whether the Highway Traffic Act adequately covers user-built electric-powered vehicles.

Current available technology and components are to be used with no attempt at research.

The vehicle to be produced must be able to attain a speed of 30 miles an hour, have a range of 30 miles and comply with safety requirements of the Highway Traffic Act. It is to be designed for warm weather use only and special care must be taken to vent battery fumes so as not to endanger the passenger compartment. Another requisite is an onboard charger capable of recharging batteries overnight from a 110-volt outlet.