

B.C.'s Barrett questions taxes and profits on oil

OTTAWA (CUP) — Premier David Barrett of B.C. called Jan. 23 for the federal government to hold a public inquiry into the profits and taxes of the oil companies in Canada.

He was speaking at a press conference held at the end of the Federal-Provincial conference on energy, held in Ottawa.

"The federal government is defending the interests of the oil companies at this conference by among other things suggesting that the private oil corporations have a right to share in windfall profits from the increased demand for Canada's petroleum resources", said Barrett.

He was referring to a scheme proposed by Donald MacDonald, federal minister of Energy, Mines and Resources, which would

increase the price of western crude by \$2.00 a barrel (5 cents a gallon).

MacDonald proposed giving \$500 million of the money raised to the oil companies.

"The Liberal government is doing this at a time when there is evidence to suggest that the oil corporations have not been paying their fair share of taxes in the past," he said.

Barrett used Standard Oil and Gulf as examples.

Standard Oil of British Columbia according to Barrett, has paid no taxes since 1965, while its profits have been over twenty percent per year.

He estimated that in the past two years alone this has cost Canada \$10 million.

He also said Shell Oil, the world's second largest oil corporation

"paid no taxes on its extensive operations in Canada from 1964-69, while making a profit of over \$500 million."

At normal taxation rates, Shell would have paid \$200 million.

The federal government has protested Barrett's release of this kind of information.

"The federal government is condoning this fleecing of ordinary Canadians by a foreign owned multi-national corporation", said

Barrett.

"This is a lot of money, and the people of Canada have a right to learn through a public inquiry how much more money the Federal Government is saving these corporations".

By Kraft

Millions of dinners recalled

CHICAGO (CUPI) — Kraft Foods says it has recalled 2.2 million packages of Kraft Macaroni and Cheese Dinners. The U.S. Food and Drug Administration (FDA) has warned they may contain food poisoning bacteria, and ordered Kraft to make the recall.

The FDA said the dinners may contain Salmonella, a common and occasionally fatal food poisoning.

The dinners had been shipped to parts of Arizona, California, Oregon, Washington, Idaho, North Dakota, Minnesota and Wisconsin.

This is not the first time the FDA has been critical of the quality of Kraft Foods' products. James Turner in *The Chemical Feast* quotes from Ralph Nader's study group on the FDA:

"One Food and Drug Adminis-

tration official believes that Kraft has been responsible for a major decline in the quality of cheese made in the USA, but the agency can do nothing about it in spite of various cheese standards."

In Canada, Kraft has taken control of more than 80 percent of cheese production and distribution. Farmers as well as consumers have complained they're being exploited by Kraft. The National Farmers Union has been conducting a Canada-wide boycott of Kraft products.

Trials & tribulations of Dylan

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Back on Route 20 the situation was treacherous, Visibility varied from about fifty feet to nil and traction did not exist.

Suddenly, from out of the swirling snow appeared a form, madly waving its arms. Dave hit the brakes that sent up into a spin that made the car do three complete circles and finally slam rear end-first into a snowbank.

We pulled out of the bank we inched along the road until the accident came into view. A tractor-trailer had sideswiped a car, which was promptly devastated by a pulp truck which spilled its load over the road. Traffic was beginning to back up already. As we sat there, Paul and Les, who were best dressed for the occasion jumped out and started to flag down other cars.

So, as we were waiting for a break in the traffic, off in the distance a diesel horn began to honk. It came closer... closer... There was a panic in the car that feeling you get halfway across a train bridge at night and hear the train's whistle... but the truck snowplowed to a stop... twenty feet behind us. Other vehicles were skidding by us, just inches away when we decided not to wait. There was a no U-turn space between the two highways so we backed up, picked up speed and literally plowed our way into the next lane, picked up Paul and Les who had been narrowly avoided by the truck and headed for the alternate route to Quebec. We learned later we had just avoided Quebec's worst pileup.

We arrived in Quebec without further incident at one p.m. After some precarious navigation we located the train station, a magnificent old building that looks just like the Chateau Frontenac.

While Dave and Jill raced off to dump the car, we all bought tickets to Montreal and tried to sort through the mountain of material we had accumulated. The skis, poles, guitars and food were quickly checked in at the baggage desk while we scrambled to get aboard the train which left at one-thirty. Dave and Jill leapt aboard just as the train was pulling out of the station.

We spent a totally uneventful trip to Montreal in various levels of sleep sobriety. Arriving at Central Station in Montreal, another Dave met us. His Home was in Montreal and he had arranged through the kind efforts of his parents and himself for us to camp out at his place. We were originally to park the motor-home in his yard, but now took over his living room and

guest rooms, for the ladies. (At this point, dear reader, please do not confuse Dave the Driver with Dave the Montrealer. They are and will continue to be two different individuals.)

From this point on, it seemed, the Curse had been conquered and the Dream would triumph. With precision timing that the Swiss Olympic watch-making team could have appreciated, we arrived in Montreal, quickly drove to Dave the Montrealer's home, had dinner, (Which for most of us was the first real meal in about a day) and swooped down on the Forum for the Concert with a few minutes to spare.

As for the Concert itself, suffice it to say that 13,000 people never had such a good time together before.

As we all wearily retired that night, we all greed anything after this point would be anti-climatic. Despite the fact that the car battery had gone dead when we had stopped for something to eat, didn't seem important now.

The next morning was spent deciding how we should return to Fredericton. After about a dozen more phone calls to airlines, bus companies and railroads, the train came out on top. Unfortunately, half of our gear was in Quebec and the train did not stop there. So while the rest of our undaunted crew spent the day in downtown Montreal, Dave the Montrealer, Sue and Paul set out for Quebec. They returned in time to eat, and rushed to the station again to scramble onto the train for home. And so, we were nine. Dave the Montrealer had joined our ranks. But the story doesn't end here. After a night of quiet revelry, the next morning passed uneventfully, except for two encounters with American Customs and Immigration, who apparently didn't want us to spend any time in their country without their knowing about it.

So, as the train pulled into Fredericton junction, Paul and Paul were still in the dome car reflecting on the trip and the good time had by all. Passing the time, as it were, composing a song of sorts about the trek, they stayed there until the conductor quietly informed them of their error five miles out of Fredericton and without our jackets or boots we were on our way to St. John.

So the Curse had struck its final blow.

In conclusion, theories have been offered about our incredible adventure, such as the comet Kohoutek had it in for us. In any event, the trip can be looked on kindly as an experience for all to profit from and hope you enjoyed with us.

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PHOTO CONTEST

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- 3 Scene
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ATTENTION:

We reserve the right to publish, with credit, any photo you submit, in the 1974 yearbook.

If response is sufficient, a display of entries may be arranged.

ENTRIES MAY BE LEFT AT THE YEARBOOK OFFICE OR THE S.R.C. OFFICE marked clearly with name, address, phone number and category.

Deadline for submitting entries is NOON, Friday, Feb. 8th

Winners to be announced Sunday, Feb. 10th

- same time, same station

as winners of beard - growing contest (3 pm., SUB)