

### CANADIAN SPORTING GOODS SHOW

"It Pays to Play ... With Canadian Equipment" was the theme behind the Canadian sports equipment and clothing exhibit at the 1962 National Sporting Goods Association Convention and Show in Chicago from January 21 to 25. Thirty-six Canadian manufacturers exhibited merchandise ranging from sleeping bags to aluminum toboggans. There were canoes, gym equipment, skis and water skis, snow shoes, baseball gloves, games, hockey boots, shin guards, knitwear - even camping utensils.

A 32-page illustrated booklet, "Sports Equipment and Clothing from Canada", was published by the Department of Trade and Commerce, outlining the background of the 36 companies exhibiting and the products they manufactured. This booklet was posted to Canada's Trade Commissioners in the United States before the opening of the exhibition for distribution among potential buyers. Copies were also available at the Canadian exhibit.

This publication points out to potential customers that, in some fields such as hockey and skating equipment, Canada leads the world in design and manufacture. The world's finest toboggans and sleighs are produced in Canada, and Canadian-made skis and ski harness compare with the best manufactured anywhere. Because of the Canadian climate and the national love of sports, many Canadian manufacturers specialize in the production of clothing that combines warmth with freedom of movement and incorporates essential features for every activity, from duck hunting to skiing.

Examples of superior Canadian sporting goods on display at the Chicago show were a sleeping bag that won fame with the Mount Everest Expedition, the Canadian Outdoor Knife designed by Deane Russell of Ottawa, which had been acclaimed by the Design Councils of Canada, Australia and New Zealand, and knitwear worn by the Canadian National ski team training in Europe.

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### GIFTS TO NATIONAL GALLERY

Two magnificent wood carvings of Saint Peter and Saint Paul have been given to the National Gallery through the generosity of A. Sidney Dawes of Montreal. Carved from pine, the figures, which are more than six feet high, are by Louis Jobin, the last of the great traditional woodcarvers of Quebec. The figures are signed by the sculptor and dated 1884. Formerly, they stood in niches in front of a Quebec parish church.

"These figures are among the finest of this colourful sculptor's work," stated Charles F. Comfort, director, in announcing the gift. "They made an impressive addition to the five smaller works by Jobin which are already in the permanent collection".

Jobin was born in 1842 at St. Raymond, P.Q. He learned to carve during his boyhood years. One of his greatest works was a 25-foot figure of the Virgin at Cape Trinity. He spent his later years in a little studio at Ste Anne de Beaurép, where he died in 1928.

A unique silver statue of the Virgin has also been given to the National Gallery through the generosity of E.E. Poole of Edmonton. Made by Salomon Marion (1782-1832) in Montreal about 1820, it is two feet high. The design is linked with that of a similar figure of the Virgin made in France, which was given by Louis XIV to the Parish Church of Notre Dame, Montreal, in 1715. Marion used this statue as a model for the one now being given to the National Gallery.

### NEW BRIDGE FOR OTTAWA

A girder design with no superstructure above the deck railings has been chosen for the Macdonald-Cartier Bridge between Ottawa and Hull, which will replace the old Interprovincial Bridge. This information was contained in a joint announcement made recently by Mr. Davis J. Walker, Federal Minister of Public Works, Mr. William A. Goodfellow, Minister of Highways for Ontario, and Mr. René Saint Pierre, Minister of Public Works for Quebec.

The announcement followed a meeting in Ottawa of the Engineering Liaison Board, which is coordinating the work. The Board was established jointly by the three ministers in February last year, when they agreed to proceed with the construction of the bridge and to share the costs. Representation on the Board includes the Provinces of Ontario and Quebec, the cities of Ottawa and Hull and the Federal Government as represented by the Department of Public Works and the National Capital Commission.

Detailed plans and specifications for the \$12-million project are now being prepared. Plans will be completed in time for tenders to be called by mid-summer and construction will be in progress this year. The bridge is expected to be open for traffic in 1965.

The girder design was selected in preference to a suspension bridge, which not only would have been more costly but would have tended to dominate the surrounding landscape with its high superstructure. Including approaches, the new bridge will be 6,000 feet long and 100 feet wide. From shore to shore the structure will measure 2,100 feet. It will be a six-lane bridge, with three lanes of traffic and a sidewalk on each side of a four-foot centre strip.

The deck will be supported by a concrete abutment on each side of the river and four concrete piers sitting on rock in the river bed. There will be five arched spans with a centre arch 520 feet wide. This is an extremely long arch to have in a multiple-arch bridge of this type, and the engineers working on the project say that it is quite unusual. However, it is considered to be a good design because of the emphasis being placed on the aesthetic qualities of the structure with a view to good national capital planning.

The arches nearest both river banks will measure 290 feet with the other two being 464 feet in width each. Measurement of the spans is taken from the centre of one pier to the centre of the next. The 464 foot arch on the Hull side of the river will be used for the passage of log booms.