

"A Pageant of Canada", which will be shown in Ottawa from October 27 to January 7, is the result of over two years' work by the staff of the National Gallery of Canada and the exhibition organizer Dr. Roy Strong, Director of the National Portrait Gallery in London, England. It is the second of two major exhibitions staged by the National Gallery of Canada in celebration of the centenary of Confederation in Canada.

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## PLANS FOR SUPERSONIC AVIATION

The second in a series of meetings with the major foreign airlines serving Canada to discuss the facilities that will be needed by large-capacity and supersonic aircraft at the Montreal and Toronto airports was held last month on the grounds of Expo 67 under the sponsorship of the aviation systems planning group of the federal Department of Transport.

The first meeting was held in Montreal last March. The aim of the talks, Transport Minister Hellyer said, was to plan for entry into service in 1970 of the large-capacity jets and, a few years later, of supersonic craft, and to anticipate changing requirements for servicing these aircraft and handling large increases in passengers and baggage over the next 15 years.

The closed meetings were devoted to reports and recommendations by consultants who have been engaged to prepare studies on Montreal International Airport.

The airlines represented included Air Canada, Canadian Pacific Air Lines, Air France, Alitalia, BOAC, KLM, Lufthansa, and AER LINGUS.

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## RCAF DRIVERS IN EUROPE

Men of the Royal Canadian Air Force handling the mobile support equipment for Canada's NATO Air Division established a remarkable driving record last year.

During 1966, they travelled 4,881,839 miles yet had only 62 accidents — an accident-rate of 1.27 for every 100,000 miles.

The drivers in Europe claim they do not experience the extreme driving conditions of the Canadian winter, but cite the European peculiarity of *verglas* or *Glat-Eis* — an ice-film on roads even though the air temperature may be just above freezing — as being particularly hazardous when accompanied by rain, fog or snow. They also have to cope with narrow country roads and city streets, and the traffic explosion in Europe since the beginning of prosperity in post war-years. The density of traffic in most European cities of comparable size to Canadian cities is equal. And, say the drivers, European rush hour traffic jams can be even more trying than their Canadian counterparts.

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## SEPTEMBER STRIKES AND LOCKOUTS

According to a preliminary summary of strikes and lockouts released recently by the Department of Labour, there were 92 work stoppages in Canada during September, involving 34,282 workers and a time-loss of 449,550 man-days.

Of the total number of stoppages, five were in industries under federal jurisdiction, the rest being under provincial jurisdiction — 34 in Ontario, 25 in Quebec, 12 in British Columbia, five in Nova Scotia, three each in New Brunswick, Saskatchewan and Alberta, and two in Newfoundland.

In the previous month there were 100 work stoppages, involving 30,526 workers and a time-loss of 415,700 man-days.

The estimated number of man-days lost in September, based on the number of non-agricultural wage and salary workers in Canada, represented 0.36 per cent of the estimated working time, compared to 0.29 per cent in August. The corresponding figure for September last year was 0.55 per cent.

Of the September work stoppages 40 involved 100 or more workers. Eighteen of these were terminated by the end of that month.

A breakdown by industry of the September work stoppages shows 49 in manufacturing, 13 in construction, nine in transportation and utilities, nine in trade, five in service, three in mines, two in public administration and one each in finance and forestry.

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## A DYNAMIC NATIONALISM

(Continued from P. 2)

### EQUAL PARTNERSHIP

Some envisage no possible change other than one which must completely disrupt the whole economic and governmental structure which has developed in the northern half of the American continent over the past century. But there is an alternative to that leap into the unknown. There is an alternative to recreating an inward-looking, defensive, barricade society peeping fearfully out on the English-speaking sea which surrounds it.

That alternative recognizes the need for reform. It recognizes that there has, so far, been an inequitable sharing of power between English- and French-speaking Canadians. That alternative is to create a society in which there is full participation by both English and French Canadians in an equal partnership. English Canada now sees, I believe, that this equal partnership is essential to the survival of Canada as a country. It would be a great tragedy if we in French Canada abandoned our dream for a continent-wide country which would be our home at the very moment when the spirit of English Canada was prepared to bring that idea to fruition.