

## International Youth Year stamp

Canada Post Corp. will issue a new stamp February 8 to mark the designation of 1985 as International Youth Year by the United Nations. During the year countries throughout the world have been asked to re-assess their policies and programs concerning youth.



"In its proclamation of 1985 as International Youth Year, the United Nations urged all levels of government to consider the concerns and aspirations of young people when developing policies and programs that would affect them directly or indirectly," said Judge René J. Marin, chairman of the board of Canada Post.

The 32-cent domestic stamp was designed by François Dallaire of Montreal. It features a green heart and yellow arrow in neon lights that illustrate the positive and peaceful spirit that inspires youth. The stamp will be printed in four-colour lithography.

The first day cover bears the official United Nations International Youth Year logo, with a line version of that logo in the day of issue cancellation.

## Dramatic hockey victory

Canada won the Spengler Cup for the first time in the 58-year history of the hockey tournament when they defeated the Soviet Union in Davos, Switzerland on December 30.

Team captain Rob Plumb scored a breakaway goal with 48 seconds remaining in the game to lift Canada to a dramatic 4-3, come-from-behind victory over Chimik Voskresensk of the Soviet Union. The Canadian victory ended a 19-year Soviet-Czechoslovakian domination of the tournament. Team Canada comprised Canadian players from Canadian and US universities and Swiss and West German club teams.

It was the third consecutive win for Canada, the country's first entry in this tournament in 16 years. They finished with a 3-1-0 won-lost-tied record. Dukla Jihlava of Czechoslovakia, the pre-tournament favourite, finished second at 2-1-1. Chimik, the host Davos club and ERC Schwenningen of West Germany each finished at 1-2-1.

## Ontario-Jiangsu twinning promises increased trade

The province of Ontario in Canada and the Chinese province of Jiangsu have agreed in principle to a twinning arrangement which is expected to increase business opportunities.

Officials in Ontario expect the twinning agreement, the first for the province, to help it quadruple its \$91-million yearly export trade with China over five years.

"From the Ontario point of view, the aim is to gain access to the large Chinese market and to do so by focusing on this province and developing personal relationships," says Gary Posen, deputy minister of intergovernmental affairs.

Representatives from both provinces have visited each other's country to assess potential business projects.

The Chinese are looking at everything from high technology and transportation

equipment to agricultural, food-processing, electrical and textile machinery. Ontario can also export technical expertise for training in various areas.

For Bob Kelly, president of Interimco Inc., an agricultural-based project implementation company in Ottawa, the twinning arrangement and improved relations are extremely important as the company is actively involved in establishing projects in China. Currently the company has a \$30-million project in another Chinese province to build up a dairy, beef and sheep herd of 10 000 head. In addition, the project requires building a slaughterhouse and developing all marketing and processing.

Interimco has also just signed a contract with Jiangsu province to develop dairy and beef herds on five state farms.

## Special royal tour automobile at Ottawa museum

A 1939 McLaughlin-Buick specially built and outfitted for the 1939 royal tour of Canada by King George VI and Queen Elizabeth, has been acquired by and is currently on display at the National Museum of Science and Technology in Ottawa.

The automobile was purchased from a private collector in Oshawa, Ontario because of its historical significance and because it represents "the state of the art" at that time.

The hand-built car and another used during the 1939 tour, were the seventh and eighth McLaughlin-Buicks constructed in

Oshawa for members of the British royal family. They were both more than six metres long and were finished externally in a special shade of maroon exactly duplicating the hue of the royal cars regularly used in Britain.

The interiors of both automobiles were finished in the best woods, leathers, fabrics, metals and conveniences available at the time. A push-button, electrically operated glass panel separates the front and the rear compartments and the collapsible tops are almost 20 centimetres higher than normal to accommodate the plumed head-dresses of the royal party.



King George VI and Queen Elizabeth in their specially constructed McLaughlin-Buick at dockside in Halifax, Nova Scotia during their 1939 tour of Canada.