

be untied so that developing countries will be eligible to compete for contracts. This, however, is expected to have little impact on Canadian exporters as experience in other countries has shown that the developing countries do not have the capacity to produce most of the materials and equipment required for major aid projects. In any event, the untying of aid should be viewed in relation to the impact this will have on the industrial potential of

some developing countries.

Canada also will support international efforts to alleviate the burden of foreign debts of developing countries and will seek out tripartite and multipartite agreements with the Organization of Petroleum Exporting Countries and other resource-rich countries for large-scale development projects. These forms of co-operation should give Canadian efforts a substantial "multiplier" effect.

### Family food expenditures

A survey of private households in 14 cities shows average weekly family expenditure on food in 1974 was \$40.70 for all families and single individuals combined and \$45.75 for families of two or more persons.

The survey covered 5,952 families and unattached individuals in St. John's, Halifax, Saint John, Quebec City, Montreal, Ottawa, Toronto, Thunder Bay, Winnipeg, Saskatoon, Regina, Calgary, Edmonton and Vancouver.

The proportion of spending for food away from home against total food expenditure, for families of two or more, rose from 11.5 per cent for those with income under \$6,000 to 31.8 per cent for those with income of \$20,000 and over. For all families and unattached individuals, the corresponding proportions were 20.2 per cent and 32.0 per cent, with the higher proportion in the lower-income category because of a preponderance of single persons.

### Ship stamps

Four 8-cent stamps commemorating Canada's old coastal ships will be issued on September 24.

The *Beaver*, in dark green, the *Neptune*, in slate blue, the *William D. Lawrence*, in dark sepia and the *Quadra*, in lighter sepia, are shown in the horizontal stamps that measure 40 mm by 24 mm, designed by Tom Bjarnason of Toronto.

The *Beaver*, built in 1834 for the Hudson's Bay Company, was the first steamship in the North Pacific. The vessel was a wooden paddle-steamer about 101 feet long, 33 feet wide (including the paddle boxes) and of 109 tons burden. She was used to carry furs and other freight, as well as passengers, and to tow log booms and conduct surveys. She ran aground near Vancouver, British Columbia in 1888, was abandoned and, four years later, she broke up.

During the career of the *Neptune*, built about 1873, she carried over a million seal pelts. The vessel was also used by the Canadian Government for surveys in the Hudson Bay. *Neptune* sank in stormy weather near St. John's, Newfoundland, in 1943.

*Quadra*, named after Juan Francisco de la Bodega y Quadra, a Spanish explorer, was built to Canadian Government specifications in 1891. She was used in British Columbia for servicing aids to navigation, surveying, transporting dignitaries and policing fishing and sealing activities.

The vessel collided with another ship in 1917, and was beached to prevent her from sinking. When she was refloated she became an ore carrier. In 1924, she was seized for rum-running and was later auctioned off for scrap.

The largest wooden square-rigged



sailing ship built in Nova Scotia, the *William D. Lawrence*, was 262 feet long with 8,000 square yards of sail. She was constructed at Maitland between 1872 and 1874. William Lawrence, the builder and owner, designed her with the idea that one big ship could do the

### Deep-sea shipping possibility for CN

The federally-owned Canadian National Railways is planning to re-enter international deep-sea shipping through the purchase of a minority interest in two foreign-based holding companies controlling the Cast shipping organization.

The railway has asked for approval from the Federal Government to buy 18 per cent of Eurocanada Shipping Co. Ltd of Bermuda, and Intercast Co. Ltd of Switzerland. In parallel, the two companies own Cast North America and Cast Europe of Antwerp and other shipping subsidiaries. The purchase price is believed to be about \$12-million.

work of two small ones. Much doubt was expressed that she would ever be seaworthy but in October 1874 the "notorious and much abused ship" was launched before a crowd of 4,000 people and proved to be a commercial success for eight years in the Atlantic and in Eastern trading. In 1883, the ship was sold to Norwegian interests and, later, sank at Dakar while being used as a coal barge.