

Canada Pension Plan changes benefit Canadians employed by U.S.

A recent decision of Canada's Cabinet has made it possible for Canadian employees of the United States Government at Goose Bay, Labrador, to come under the provisions of the Canada Pension Plan.

Mr. Marc Lalonde, Minister of National Health and Welfare, who made the announcement, said that an amendment to the Canada Pension Plan Act would soon be put before the House of Commons. A long-standing problem resulting from technicalities in the Act has led to Canadian employees of the Government being covered under private United States pension plans and not under the Canada Pension Plan.

Now, as a result of the Cabinet decision and subject to satisfactory negotiations with the U.S. Government on an amendment to the 1967 Canada/United States agreement to the Canada Pension Plan, it will be possible to bring the Goose Bay employees under the Canada Pension Plan on a retroactive basis.

P.E.I. Government House becomes national monument

Government House, one of the landmarks in Charlottetown, Prince Edward Island, was declared of national historic and architectural importance on June 22, when a commemorative monument and plaque was unveiled in its grounds as part of the centennial celebrations marking Prince Edward Island's entry into Confederation in 1873.

As well as being the official home of the Island's first Lieutenant-Governor, Government House served for some time as the seat of colonial executive power. During its 140-year

existence, the house has continued to provide a setting of simple elegance for the formal entertainment of the Island community and its distinguished visitors. Today it still serves as the residence of the Lieutenant-Governor of the Province of Prince Edward Island. The building, standing on a hill overlooking Charlottetown harbour, is one of the first sites of the city visible to incoming ships.

New motor vehicle safety standards

Proposed amendments to the Motor Vehicle Safety Regulations were announced recently by Transport Minister Jean Marchand.

While the existing seat-belt standard for Canadian automobiles requires separate lap and upper torso belts, the proposed revisions will be increased by introducing a one-piece three point belt. An emergency retractor will provide considerably more freedom of movement to the occupant. This installation, which is proposed for vehicles manufactured subsequent to January 1, 1974, should not result in any large price increase in the cars.

An interlock system that prevents starting the car if the front belts have not been fastened after occupants are seated has been under study for some time, but will not be mandatory for the 1974 production year because of concern about its reliability and effectiveness in increasing seat-belt usage. This system, therefore, will be optional in Canada on 1974 model automobiles. Canadian officials will study the performance of the interlock systems to determine whether this device should be made mandatory in Canada at a later date.

Rear bumpers on all Canadian passenger cars manufactured after January 1, must withstand an impact of 5 mph and still protect the essential operating systems of the vehicle. This doubles the present standard, which requires protection in a 25-mph rear impact.

Bumper heights standard

Tests embodied in the proposed regulation will also promote standardization of bumper heights for most automobiles produced after January 1. Uniform bumper heights will reduce mismatch and damages caused by bumper overrides.

Vehicles with a 115-inch wheel base or less that are either convertible, hard-top, or without rear passenger seats will not be subjected to this requirement until the 1975 model year.

A new safety standard is being introduced to provide a throttle-control system at negligible cost, which should eliminate the problem of an accelerator jamming in the open position. Two separate mechanisms will ensure automatic throttle return to the "idle" position in case of failure.

Proposed revisions to the lighting-equipment standard will make mandatory self-cancelling turn indicators, introduce turn signal lights for motorcycles and generally incorporate recent technical improvements in vehicle lighting equipment.

Major Canadian reference work

A \$307,240-Canada Council grant announced recently will help the University of Toronto Press and Les Presses de l'Université Laval to accelerate publication of the *Dictionary of Canadian Biography/Dictionnaire biographique du Canada*, widely regarded as the most ambitious work of scholarship ever undertaken in Canada.

The grant will help to expand the editorial offices of the project in Toronto and Quebec and to finance production of one volume a year after 1975-76. The aim is to have a full run of Volumes I to XII within the next ten years, completing the present series from the earliest times until the end of the nineteenth century, when the editors will turn to contributors to Canada's twentieth century history.

Since the DCB/DBC was founded in 1959, three volumes of the planned 12 have appeared, each being the work of a number of scholars and published in separate English and French editions.

Financing for the operation has come from the bequest of the Toronto businessman James Nicholson and grants from the Centennial Commission, Laval University, and Quebec's Department of Cultural Affairs. Previous grants from the Canada Council over the years amounted to almost \$110,000.

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