

CANADIAN AID TO ZAMBIA

It was recently announced by the Secretary of State for External Affairs that Canada had decided to make an additional \$500,000 in grant aid available to Zambia.

It is hoped that these development funds will contribute to easing the economic problems faced by Zambia as a result of the unilateral declaration of independence last year by neighbouring Rhodesia. Canadian officials are now in Lusaka, discussing with Zambian authorities the most effective manner in which the Canadian funds may be used. Already under way is a programme of recruitment for 12 Canadian air-control officers and technicians who will work at the Lusaka airport.

FORMS OF AID

Since 1962-63, the Canadian Government has provided to Zambia a total of \$127,000-worth of technical assistance, represented by the training of 23 students in Canada and the services of four teachers and two advisers in Zambia. During the current fiscal year, plans have been made to provide technical assistance worth about \$300,000. In addition to these aid projects, Canada made a \$300,000 contribution to the joint Canadian-British feasibility study of a possible rail-link between Zambia, which is land-locked, and a port in Tanzania. Another form taken by Canadian assistance to Zambia was the participation of the Royal Canadian Air Force in the "oil-lift" from December 1965 to April 1966, at a total cost of \$1,250,000.

DEMAND FOR WOOD TO SOAR

A 400 percent increase in the demand for Canada's forest resources is expected by the year 2000, according to the recently published conclusions of the National Forestry Conference, convened earlier this year at Montebello, Quebec, under the sponsorship of the Department of Forestry of Canada. H.W. Beall, special adviser to the Deputy Minister of Forestry, reports in a summary of the conference's findings that the demand for wood products will climb from the current 3.2 billion cubic feet to 4.5 billion in 1975 and to 12.8 billion by 2000.

Mr. Beall's statement indicates that the pulp-and-paper sector of the forestry industry will experience the largest increase, from a current 1.3 billion cubic feet to 2.1 billion in 1975 and to 8 billion in the year 2000. The demand for lumber and plywood meanwhile will more than double in the next 34 years.

WOOD SCARCITY FORESEEN

R.M. Fowler, president of the Canadian Pulp and Paper Association and a forestry conference vice-chairman, points to the prospect of a wood-shortage. Summarizing discussions of future demands, Mr. Fowler told the conference: "It is quite clear that, with present methods and arrangements, we

shall not have enough wood to meet the estimated demands of 2000 A.D."

The CPPA president called for a co-ordinated forestry policy and co-ordination of policy implementation. The responsibility for this essential co-ordination, he believed, rested with the Department of Forestry.

The first step, Mr. Fowler said, would be to convince political leaders and the public that a problem existed and that the days of unlimited forest resources were nearly over.

GUN PLATFORM UNEARTHED

Archaeologists of the Canadian Historic Sites Division at work since April 15 on excavations at Côteau-du-lac, some 30 miles southwest of Montreal, recently unearthed a gun platform built during the Rebellion of 1837-38.

According to *Notes of an Old Soldier*, by Captain George Bell, who had participated in the defeat of the "Sons of Liberty" at Saint-Eustache, before eventually taking up the command of the Côteau-du-Lac fortifications, the platform was erected in February 1838.

Before the battle of Saint-Eustache, the rebels had threatened to occupy Côteau because the site commanded the main road linking Upper and Lower Canada. Lacking troops to hold the fort, the Government had the Côteau artillery spiked and submerged. A colonel of the Militia and a few volunteers later occupied the fort until Captain Bell took command on January 3.

His first initiative was to restore discipline, as the worst confusion reigned at Côteau. A month later, well-trained men under his command salvaged the guns as a means of preventing a potential aggressor from passing the canal at Côteau, which was the only route by which ships could avoid the Côteau Rapids.

GUNS RESTORED

Having raised four 24-pounders weighing approximately 5,000 pounds each, Captain Bell summoned an artillery expert, who stated that the guns were useless because they were spiked with a special kind of nail. Two enterprising individuals offered, at a set price, to bore in the vents (the opening through which the charge was set off) of the spiked guns, a bargain that was agreed upon. Following three weeks of hard work, the vents were freed from their spikes without damage. The other guns were removed from the waters and platforms were built on which to set up batteries.

The platform recently excavated by the Canadian Historic Sites Division is the one that covered the southwest end of the canal. Laboratory tests have made it possible to determine that the lumber used was a coniferous species, probably spruce. Experts are of the opinion that the corrugations marking the surface of the platform may have been caused at a