

CANADIAN ALTITUDE RECORD

The Canadian Armed Forces have established a national altitude record for jet aircraft. Wing Commander R.A. White, of Kirkland Lake, Ontario, recently piloted a CF104 *Super Starfighter* to a height of 100,100 feet from Canadian Forces Base Uplands, near Ottawa.

An application for formal recognition of the record is being made through the Royal Canadian Flying Clubs Association, agent for the Federation aeronautique internationale, which is the governing body for aviation competition and records. This is the first record of its kind to be established for a Canadian jet aircraft; in achieving it, the *Starfighter* flew at more than 1,800 miles an hour, the top speed for an aircraft flown in Canada.

The experiments and tests were part of the centennial project of the Aerospace Test Establishment at CFB Uplands. Wing Commander White is the chief test pilot.

Though the flight itself lasted only a few minutes, it was the result of more than six months of intensive co-operation between AETE and a number of government and civilian agencies. As well as Wing Commander White another pilot, Squadron Leader R.G. Hayman of North Bay, Ontario, took part in the project. The two pilots flew alternate flights as they went progressively higher and faster in preparation for the final assault on the altitude record.

LABOUR SAFETY CODE

Effective January 1, 1968, the Canada Labour (Safety) Code went into effect for all those engaged in industries and other enterprises under the jurisdiction of the Federal Government.

As a direct result of the proclamation of the new Code on that date, Mr. John R. Nicholson, Minister of Labour, said there would be, for the first time, a requirement on employers and employees in these endeavours to adhere to certain statutory obligations with respect to safety on the job. "These obligations," the Minister added, were "real and reasonable, and mark a significant advance in industrial safety through a sound investment in the protection of Canada's most vital resource — the men and women who produce the goods and services for modern living."

In general, the new Safety Code applies to employers and employees in works, undertakings or businesses of an interprovincial, national, or international nature and to some others that have been declared by Parliament to be for the general advantage of Canada. These are essentially the same groups as covered by the Canada Labour (Standards) Code

and other federal labour laws.

Though the Act does not apply directly to the federal public service, the Government will, as a matter of policy, meet the standards developed under the new Code.

The Safety Code is designed to close some important gaps and to supplement safety provisions in existing legislation, Mr. Nicholson said. The implementation of the new Act and its regulations requires close consultation and co-operation between the safety officials of the Canada Department of Labour and the employers, unions, provincial authorities and others involved.

HOVERCRAFT FOR COAST GUARD

The Department of Transport is purchasing an air-cushion vehicle, a British-built *Hovercraft*, type SRN-5, for service with the Canadian Coast Guard on the West Coast. The vehicle is being bought from British Hovercraft Corporation at a cost of about \$490,000. This figure includes the costs of fitting out the *Hovercraft* for search-and-rescue duty, of spare parts, of electronic equipment, and of a hangar, as well as of federal sales tax and related outlay.

The craft is to be based in the Vancouver area, where the heavy density of pleasure and commercial boating traffic will provide ample opportunity for the gaining of operational experience. On the basis of such experience, the Department will be able to make decisions concerning the use of such vehicles in other parts of Canada.

FEMALE POPULATION INCREASE

Continuing a downward trend since 1956, the ratio of males to 100 females for Canada as a whole fell from 103 to 101 in the ten years from 1956 to 1966, according to a Dominion Bureau of Statistics report issued recently, which showed the distribution of population by sex and the proportion of males to females in the 1966 census.

Rural areas of Canada in the 1966 census recorded a ratio of 110, while in urban areas there were 98 males to every 100 females. Rural farm population showed the highest ratio of males to females at 115. Uneven balance of the sexes between urban and rural areas reflects the migration of females to urban areas where employment opportunities are greater for women.

A wide variation in provincial figures is indicated, from the highest ratio of 105 in Saskatchewan to the lowest of 100 males to 100 females in Ontario and Quebec. Nova Scotia, New Brunswick and Manitoba each recorded a ratio of 101; Prince Edward Island and British Columbia, 103; and Alberta and Newfoundland, 104 males to 100 females.