

regions were higher, with British Columbia at 36 per cent and the Atlantic coast at 26 per cent.

These exports, however, represent a relatively small proportion of Canada's total external sales of manufactured goods, by far the largest share originating in Quebec and Ontario.

It is these two provinces that play the lead roles in the pattern of trade within Canada. As a market, over 60 per cent of the Canadian population live there and they account for roughly 65 per cent of the total personal income generated in Canada. About 80 per cent of Canada's manufacturing activity takes place in the two central provinces.

Under these circumstances, it is understandable that Quebec and Ontario absorb 55 per cent and supply 86 per cent of all manufactured goods traded between regions. It is also interesting to note that they are each other's largest single market, with almost half of all inter-regional trade in manufactured goods moving between them.

The Bank concludes that the information contained in this survey "yields some new insights into regional manufacturing activity in Canada and, for the first time, provides a partial quantification of the trade relationships which represent the life blood of our nation".

### MANPOWER TRAINING SUCCESS

Nearly 70 per cent of the men and women who completed a Canada Manpower training program in 1970 were fully employed within three to four months. "Given the rapid rise in the labour force relative to employment opportunities through 1970, these results demonstrate the very positive contribution that the Canada Manpower Training Program is making to higher productivity, employment and the income security of families in Canada," Mr. Otto Lang, Minister of Manpower and Immigration, said in announcing the results of a survey.

The report, which involved 125,713 persons who completed full-time courses in public institutions from January to December 1970, was tabled in the Commons last month.

The survey includes only those adult members of the labour force referred by Canada Manpower counsellors to full-time training in public vocational and technical training institutions. It does not include those whose training is paid for by the Department in private training institutions and by employers who have contracted with the Department for the training of their employees. Also excluded are apprentices taking the classroom portion of their training in public institutions.

Results of the CMTTP survey indicated that of the nearly 70 per cent now working, only 33 per cent of them had jobs before entering their courses. Their average pay increased by 13 per cent, or more than \$47 a month, as a result of their training.

Mr. Lang emphasized that about 60 per cent of the survey group in 1970 had pre-training earnings below the Economic Council poverty line, compared with about 24 per cent of all families and unattached individuals in the population as a whole. CMTTP has proved to be particularly important in alleviating poverty of female heads of families. Roughly 94 per cent of those who took training had pre-training incomes below recognized poverty lines.

Men increased their average earnings by \$44 a month and women by \$54 a month. For women, this represented a substantial increase over their pre-training earnings (27 per cent, compared to 12 per cent for men).

Some 345,000 persons were placed in training under the Canada Manpower Training Program in the 1970-71 fiscal year.

### PROPOSALS TO REDUCE EXHAUST FUMES

Transport Minister Don Jamieson and Environment Minister Jack Davis recently made a joint announcement of proposed amendments to the Motor Vehicle Safety Regulations aimed at protecting public health by preventing further deterioration of the urban environment. The proposals involve more stringent requirements concerning emissions into the atmosphere from gasoline-powered motor vehicles to be manufactured commencing in 1973, 1975 and 1976.

Mr. Jamieson and Mr. Davis pointed out that motor vehicles had been responsible for some 90 per cent of the total man-made carbon monoxide, 60 per cent of the total hydrocarbons and nearly 50 per cent of the total nitrogen oxides emitted into the atmospheres of cities. Under the new proposals, existing regulations of the Motor Vehicle Safety Act would be amended to require, on January 1, 1973, a reduction of at least 25 per cent in the average nitrogen oxide emissions actually measured from current vehicles. By January 1, 1975, regulations would be amended to require a reduction of at least 90 per cent in the carbon monoxide and hydrocarbon emissions allowable under the Canadian standards of January 1, 1971. A further proposed amendment would require, on January 1, 1976, a reduction of at least 90 per cent from the average emissions of oxides of nitrogen actually measured during the first half of 1971.

The Ministers noted that all motor vehicles to which the proposed future emission standards were applicable must meet these requirements throughout their useful life. For enforcement purposes, the "useful life" would be considered to be 50,000 miles.

### SOURCE OF CONTAMINANT EMISSIONS

Mr. Jamieson and Mr. Davis stated that carbon monoxide caused toxic effects at high concentrations by interfering with the oxygen transport in the blood supply. Hydrocarbons and nitrogen oxides, while toxic in large concentrations, also interacted in the