

Herbert Plank of Italy was second and Bernhard Russi of Switzerland placed third. Dave Irwin of Thunder Bay, Ontario, was fourth, Jim Hunter of Calgary, ninth, and Steve Podborski of Toronto was tenth.

In Fukuoka, 30-year old Jerome Drayton won his race in a time of 2:10:8.4 over the 26-mile, 385-yard course. He won the same event in 1969. David Chettle of Australia was second, nearly 50 metres behind Drayton, and William Rodgers of the United States was third.

Dairy policy

On April 18, 1975, Agriculture Minister Eugene Whelan, announced that the Government had determined that, as part of the long-term dairy policy, efficient producers of manufacturing milk and cream should be provided with the opportunity of obtaining a fair return for their labour and investment, and that consumers should have the assurance of a continuing sufficient supply of high quality dairy products.

The Government also decided, as part of the long-term dairy policy, that dairy products consumed in Canada should remain predominantly of Canadian origin.

In a statement on November 4, Mr. Whelan announced the Government's intentions on the program of dairy support for 1976-77:

The Government has agreed to allocate \$262 million to the 1976-77 dairy support program in accordance with the policy's principle of gradual reduction of Treasury support. This fund will cover both direct subsidy payments on shipments to a maximum of 95 million hundredweight, as well as marketing expenses and interest associated with the product price support program for butter and skim milk powder.

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More fundamentally, the market share quota system must manage the milk supply within the requirements of the domestic and export markets in line with the Government's long-term dairy policy. Action must be taken immediately to ensure that the market-share quota is reduced to a level which allows production to be tailored to the demands of the domestic and export markets.

The subsidy budget for the year (1975-76) of \$275 million allowed for a 5 percent growth in production to 100-million hundredweight of milk from domestic supplies. However, the trend for the first five months of this dairy year indicates an increase in production of 11 per cent. Should this trend continue, production will substantially exceed the 100-million hundredweight of milk eligible for subsidy.

In light of this, the Canadian Dairy Commission will take such administrative steps as are necessary to hold subsidy payments to 100 million hundredweight. The Commission will be meeting with provincial marketing agencies to discuss implementation of measures to reverse the present production trend. The response of agencies and producers can influence the present production pattern and thus affect total production and the average percentage of deliveries eligible for subsidy. If no action is taken, deliveries may exceed requirements by 7 to 8 per cent.

In accordance with the decision of April 18, 1975, imports will be allowed to increase gradually over the next several years until they reach not less than the equivalent of 10 per cent of manufactured products. The current import quota of 50 million pounds represents 5 per cent of total Canadian consumption of manufactured dairy products. The size for the next year's quota will be established shortly.

New transport training institute

An amount of \$18.3 million in capital funding has been committed to the Transport Canada training institute in Cornwall, Ontario. This brings the total federal amount to \$49.8 million for the buildings, which are located on a 64-acre site southeast end of the city.

The first total energy system in a

Federal Government complex will be used in the design of the new institute. By recovering, storing and re-using heat given off by equipment, lighting, personnel and solar gain, the system is expected to yield annual savings of five million cubic feet of gas and 1.8 million kilowatt hours of electricity.

The institute will provide technical and management training in land, sea and air transportation. The buildings, now at the design stage, will provide classrooms, laboratories, electronic and meteorological field installations and a library, as well as residential accommodation for 628 students. A simulation centre for research in the field of air-traffic control operations will also form part of the complex.

Air-traffic controllers, radio operators, transportation managers, coast guard officers, marine, electronic and meteorological technicians will be trained there.

Rust-proofing agent of the future

A method has been discovered to eliminate the cracks in chromium that could lead to its use as a permanent rust-proofing agent for various products made of steel.

Dr. Gordon Hoey and Joseph Saiddington, scientists at the Canada Centre for Mineral and Energy Technology, Department of Energy, Mines and Resources, were honoured for their discovery when they received a silver medal from the American Electroplaters' Society at its sixty-second technical conference in Toronto recently.

Chromium is one of the hardest and most corrosion-resistant of metals and for wear resistance has no rival. Yet it has not been used for rust-proofing because of its tendency to crack. Corrosion would seep through the cracks to cause the rusting of steel.

Now that the main liability of chromium has been corrected in the laboratory, field work could develop its potential as a permanent rust-proofing agent. Since it is produced from a conventional plating bath, the process could be adopted by industry without extensive capital investment.