

cern for the work of the United Nations by Canadians in all walks of life is heartening indeed.

The future of the United Nations depends on the will of its members to support it. Speaking for Canada, I reaffirm our dedication to the Charter of the United Nations and our continuing determination to do whatever we can to strengthen the organization as a vital centre for harmonizing the actions of nations.

LATE CLOSING FOR SEAWAY

Weather and ice conditions permitting, the Welland section of the St. Lawrence Seaway will be kept open until December 31, and possibly longer, on a day-to-day basis, until January 7.

In announcing this extension beyond the previously-established closing-date of December 22, the St. Lawrence Seaway Authority stated that it wished to provide as long a navigation season as possible in order to assist, in particular, the Canadian steel companies located on Lake Ontario in building up coal inventories to carry them through their winter operations.

The extension will also provide additional valuable information on the problems of late-season shipping. Such information is required in order to identify operating problems and determine cost-justification of extending the Seaway season.

To facilitate vessel movement, the Marine Operations Branch of the Department of Transport will station a heavy icebreaker in the Upper Lakes, west of the Welland Canal, throughout the winter.

The official closing-date for the Montreal-Lake Ontario section of the Seaway remains December 10, with the possibility of navigation extending beyond this date on a day-to-day basis, depending on prevailing weather and ice conditions.

ANIK-1 ELECTRONIC SYSTEM

Details of their contract with the Hughes Aircraft Company for the manufacture in Canada of the complete electronics system for Canada's ANIK 1 satellite were announced recently by Northern Electric. The announcement followed the formal signing of the contract between Telesat Canada and the Hughes Aircraft Company for the supply of three spacecraft to implement the space component of Telesat's domestic satellite-communications system.

Northern Electric will provide the complete electronics system on board each of the satellites and two sets of ground-control electronic equipment. Delivery of the first electronics system to Hughes is scheduled for February 1972; the second and third systems will be delivered in June and October 1972. The Northern portion of the program contributes to the over 20 percent content in the spacecraft portion of the Telesat system.

The electronic content of the satellite represents about 50 per cent of the hardware involved in the

satellite, and about one-third of the price of the delivered satellite.

Northern will also build the two sets of ground-control equipment which interface with the satellite to control its operation from the ground.

The company has also signed agreements with Hughes whereby Northern will supply electronic systems for up to 15 similar spacecraft Hughes expects to sell in world markets.

The "on-board" electronics package that Northern will build in Canada will consist of a "transponder", the "de-spin" equipment, wiring harnesses, batteries, telemetry and control microwave equipment and telemetry and control digital equipment.

The transponder is the communications centre of the satellite; it is that part that receives radio signals from the transmitting station on the earth via the antenna. The transponder changes the frequency, amplifies these signals (which may be telephone conversations or television channels), and then transmits the amplified signals back to earth at a different frequency.

MANITOBA FASHIONS IN THE LEAD

Fashion '70, a smashing, flashing fashion show previewing autumn and winter styles, was presented by the Fashion Institute of Manitoba in Winnipeg in July. Designed to give the audience an idea of the variety and quality of apparel produced by Manitoba firms, the show included a musical production by Lionel Shenken of Montreal (who produced the Expo '70 fashion show in Japan). It featured fashions for men, women and children, including sportswear, rainwear and outer-wear manufactured by 21 Manitoba firms.

The Fashion Institute of Manitoba was formed earlier this year in response to the urging of a number of leaders in the Manitoba industry.

The apparel industry, with a work force of 7,000, is the second-largest employer in the province. With an industrial payroll in excess of \$30 million, its multiplier effect adds an estimated \$200 million to the economy.

Owing to the expected acceleration of the growth and sophistication of its products, one of the main aims of the Institute is to attract workers - particularly career-minded young people. The fashion industry claims it has a higher average pay-scale for trained personnel than many other industries which demand a similar standard of skill and talent.

Although it produces less than 5 per cent of the Canadian total, the Manitoba industry accounts for 30 per cent of Canada's apparel exports. Because they are far removed from their main suppliers and the main market, Western manufacturers are accustomed to styling and planning for delivery up to 12 months in advance. This experience has given Manitoba manufacturers an advantage in export markets over their Eastern competitors, who are normally close to their main suppliers and consumers and find it easier to compete in domestic markets.