

of equality within Federal Government departments and agencies and, through the promotion of a national awareness of the current status of women....

Discrimination against women is in some ways comparable to discrimination against society's other disadvantaged groups, it is not always overt. In fact, as both provincial and federal governments work to introduce legislation that provides equal rights in many areas, the acts of discrimination themselves often become more subtle and insidious.

Importance of attitudes

The crucial and necessary changes are frequently required in areas where no legislation can ever be introduced — in attitudes. Yet, it is attitudes that often mitigate against equal treatment for women and men. During International Women's Year it is hoped that all the people of Canada will work towards making equality a reality, by truly recognizing women and men as equals.

Real freedom of opportunity for women will come when society recognizes that women have the same right to pursue whatever goals they may individually choose — be that goal centred on home and family, or career, or a combination of such goals. This equality of opportunity can only come about when all Canadians recognize women as full and equal contributors to our society.

International Women's Year is a year in which we can acknowledge the major contributions which women have made to Canada's social, cultural, political and economic development. It is also a time to ensure that, as women choose new roles, the doorways are opened so that they may continue to make such contributions.

It would, however, be unrealistic to assume that full equality will be achieved in just one year. It is for this reason that International Women's Year, while being a special year, must not be regarded as an end in itself, but must be seen in the context of the Government's on-going program to improve the status of women. This work must be — and will be — continued beyond 1975, until equality exists in fact, as well as in law, and Canadian women are recognized and accepted as equal partners with Canadian men in the building of our nation.

West Coast tanker traffic discussed in Washington

United States and Canadian officials met in Washington, D.C., on January 17 to discuss mutual problems related to the expected increase in oil transport and refining on the Pacific Coast. How to assure that marine transit and refining of oil in the Puget Sound/Straits of Juan de Fuca area could be accomplished with the least amount of environmental damage was the main topic, and both sides expressed their satisfaction at the progress in bilateral efforts to ensure protection of the environment in this area.

Plans for joint vessel traffic management systems in the Puget Sound/Juan de Fuca area were reviewed and it was announced that a voluntary traffic-separation plan would go into effect on March 1, which was developed and implemented jointly by the two countries. Proposed offshore routes to be used by tankers from Alaska to West Coast ports were discussed.

Research co-ordination

U.S. representatives tabled a draft report on present and proposed United States scientific investigations in the Juan de Fuca/Puget Sound area; Canadians had tabled a similar report at the committee's previous meeting in Ottawa. It was agreed that technical representatives would assess the compatibility of existing research programs in both countries and that the committee would make recommendations to the Governments early this spring on priorities and joint co-ordination of research activities.

Also discussed were questions on liability and compensation for oil spills. Both sides undertook to provide soon detailed responses to questions regarding legislation. U.S. officials noted that further legislation affecting this may soon be introduced.

A study by the State of Washington on the feasibility of establishing offshore petroleum transfer facilities in the state's coastal waters was described in detail. The study outlines several alternatives to tanker traffic into Puget Sound, including terminals at or near Port Angeles, Washington on the Straits of Juan de Fuca. A representative from the State of Washington also raised a number of alternatives to increased oil-tanker traffic.

B.C. oil refining

U.S. officials inquired about the status of Canada's plans for additional oil-refining in British Columbia. Canadians stated that consideration of any expansion of refinery capacity was at an early stage. In any event, the expanded facilities under consideration are expected to be supplied by pipeline and therefore should be fully compatible with the present bilateral effort to protect the marine environment in the region. U.S. officials also noted that increased shortfalls of Canadian natural gas and crude oil increased requirements for tanker traffic to meet energy requirements in the U.S.

Examination of technical aspects of these problems will continue between the agencies concerned.

Speedy new passenger train developed by Canadian consortium

The pre-production locomotive and coach of a new high-speed passenger train built by the Canadian consortium of Alcan Canada Products Limited, Dominion Foundries and Steel, Limited, (Dofasco) and MLW Industries, is undergoing extensive running tests on mainline tracks.

The train, designated LRC (for lightweight, rapid, comfortable) is designed to operate economically as a basic unit of one locomotive and five coaches which can be used as a "push-pull" train with ten coaches or made up in

other configurations. Lightness, low centre of gravity and a suspension system that uses electronic sensors and hydraulic cylinders to bank the coaches on curves for maximum passenger comfort, are the basic elements of the design.

As conceived by its designers and backers (including the federal Department of Industry, Trade and Commerce, which is sharing the development cost to the extent of \$2.5 million through its Program for the Advancement of Industrial Technology), the LRC train