

MANDATORY CAR INSPECTION

Inspection of motor vehicles is obligatory in three Canadian provinces, but only one — Nova Scotia — is applying the letter of the law. The Manitoba and British Columbia governments are awaiting the development of facilities, facts and funds before enforcing the legislation now in existence.

The Canadian Highway Safety Council, currently promoting its annual spring car-check programme, is continually working towards compulsory car-check programmes for every province. The Council's Vehicle Safety Committee, which operates the programme through automobile and oil dealers across Canada, has been urging provincial governments to adopt mandatory car-check legislation for some years. For more than 30 years, Vancouver has conducted a compulsory car-check programme. Harry Gray, who is in charge of the programme, reported that the city's record of road crashes due to mechanical failure dropped from 8 per cent to less than 1 per cent after the introduction of the programme. He said that surrounding areas where car-check was still voluntary had maintained the 8 percent record.

MANITOBA SPOT CHECKS

Manitoba provincial legislation requiring periodic vehicle inspection was enacted in 1966, but high costs and the need to clarify a number of the act's technical features delayed enforcement. It may be 1968 before it is put into effect. In the meantime, police carry out periodic spot checks in which concentration is on the older vehicles. The rejection rate runs as high as 60 per cent. A test programme of vehicle inspection was run in 1962 by the Manitoba Motor League in which 24 per cent of the 11,600 vehicles checked were either approved on first test or after defects were corrected and a second check was made.

B.C. PROGRAMME DELAYED

British Columbia's mandatory car-check legislation became effective January 1, 1967, but has been delayed due to shortages of facilities and equipment. The province will use the system involving government testing stations, the first one to be established in Victoria. Then testing stations will be opened in the more heavily populated areas on the lower mainland. The unit in Vancouver, which has been in continuous effective and profitable operation since 1938, will continue without alteration or interference, but will eventually become part of the provincial system. Meantime, voluntary car-check lanes will continue to tour the province where, last year, it was found that 60 to 70 per cent of the vehicles checked failed to pass their first tests.

IN NOVA SCOTIA IT'S OFFICIAL

Thus, Nova Scotia becomes the first province to actually operate a mandatory vehicle-check programme. On February 15, legislation went into operation making periodic inspection compulsory on all passenger vehicles. Official inspection stations are licensed by the Registrar of Motor Vehicles, where a ten-point minimum check is made of each vehicle and either "Approved" or "Rejected" slips are issued.

Rejected vehicles must be repaired and retested in ten days or their licences are suspended. All vehicles must be inspected before being sold. To date, there are 750 licenced testing stations, patrolled by seven government inspectors.

Other provinces are studying the question of mandatory inspection of automobiles.

JAPANESE OIL-SAND STUDY

A spokesman for the Japan Petroleum Exploration Company Limited (JAPEX) reported recently that the company had received the approval of the Japanese Government for the first stage of a basic survey into the feasibility of producing crude oil from the Athabasca tar-sands of Northern Alberta. The oil would be for Japanese domestic consumption.

He reported that discussions between the semi-governmental agency based in Vancouver and the Japanese Government had been completed.

A Tokyo report confirmed that the Japanese Ministry of International Trade and Industry had called on JAPEX to resume negotiations with Canadian mining interests in a programme to develop the oil-sands.

As a first step it wants JAPEX to reach a deal with some oil-sand concession holder which would permit it to jointly develop the concession and acquire oil in ratio to the investment.

MITI suggests that the company determine this year whether to undertake drilling or to erect a test pilot-plant for separating the oil from the tar sand.

STRATFORD SHAKESPEARE SEMINARS

Shakespeare scholars from Britain, the United States and Canada, with directors and actors from the Stratford Festival and members of the general public, will participate in discussions this summer during the eighth annual Shakespeare Seminars at Stratford, under the auspices of the universities of Canada.

Enrolments are being accepted for two week-long seminars, in July and August by the extension department of McMaster University, Hamilton.

Founded in 1960, the Shakespeare Seminars each year invite those interested in Shakespeare to a week of study combining lectures and discussions with attendance at the Festival plays and operas.

Among the guest lecturers will be: Ronald Bryden, theatre critic, *London Observer*; Anthony Burgess, novelist and critic; John Crow, King's College, London; G. Wilson Knight, Professor Emeritus, University of Leeds; John Pettigrew, Peter Robinson College, Trent University; Peter Smith, University of California at Santa Cruz; Maurice Valency, Columbia University; Herbert Whittaker, theatre critic, *Toronto Globe and Mail*; C.L. Barber, Indiana University; Muriel C. Bradbrook, Girton College, Cambridge; Philip Gild, Trinity College, Toronto.