

The study, which will be known as the Canadian Engineering Achievement Record, will be a continuing program.

"Engineering and technology have played a major role in the rapid development of Canada," said Mr. Chrétien. "The Federal Government is pleased to be co-operating with the Engineering Institute of Canada in the recording of these achievements."

One purpose of the survey is to bring to the attention of the appropriate authorities those tangible remains of engineering and technological achievement across Canada which seem to warrant commemoration or preservation at a national or other level.

In giving its assistance to the Engineering Institute of Canada, the Department of Indian Affairs and Northern Development will draw from its experience with the highly-successful Canadian Inventory of Historic Buildings. The Inventory, started in 1970, is recording old buildings across Canada using a computer for storage and retrieval of information.

Providing leadership for the program will be an eight-man national committee. The Federal Government and the EIC each will appoint four members to the national committee. Of the federally-appointed members, two will be from the Department of Indian Affairs and Northern Development and one each from the National Museum of Science and Technology and from the Public Archives of Canada. This national committee will set standards for the local committees, provide liaison between the Government and the Institute, establish priorities for recording, make recommendations to the Historic Sites and Monuments Board of Canada of engineering and technological achievement suitable for commemoration, and provide complete records to Mr. Chrétien's Department for safekeeping.

Data compiled will be organized and stored in a classifiable and retrievable manner at the Public Archives in Ottawa.

"Through this research program, Canadian engineers will gain a better understanding of the history of their profession in Canada. We hope to provide museums and archives with historical documents and engineering relics of continuing national and regional interest," declared Engineering Institute of Canada president John H. Dinsmore.

TELEPOST SPEEDS COMMUNICATIONS

A new communication service using a combination of the Telex network and the Post Office was initiated for Canada's 24,000 Telex-users on October 1.

The service, called Telepost, is faster than conventional mail and provides a low-cost link between Telex subscribers and non-Telex subscribers.

A joint service of the Post Office and CN/CP Telecommunications, Telepost merges the ability of the telecommunications companies to transmit messages rapidly over long distances, with the Post Office's capacity for effecting delivery anywhere in Canada.

Telex terminals, which have been installed in post offices across the country, permit a Telex subscriber to reach any address in Canada through the nearest Telepost centre.

Once a message is received on the teleprinter in the post office, it is placed in a specially-designed tricolour envelope and delivered through the normal mail stream, with next-day delivery provided to virtually any postal address in the country.

There are no restrictions on the length of the message; the charge for the service is 75 cents, in addition to the normal Telex charges.

If the message is particularly urgent, the sender may indicate on the Telex that he wishes special-delivery service at an extra charge of 40 cents and the message will be delivered the same day.

CANADA HOSTS MARITIME MEETING

More than 1,000 delegates from 50 countries will be in Ottawa next summer to discuss inland and ocean navigation.

The delegates will be attending the twenty-third Congress of the Permanent International Association of Navigation Congresses (PIANC) from July 9 to 18. PIANC is the world's largest organization concerned with the improvement of water navigation and related services. It will be the first congress held in Canada.

Wide-ranging discussions will include such subjects as means and methods for improving port efficiency; safety and operations of inland navigation; the role of inland navigation ports in industrialized regions or large urban centres; navigation through ice; terminal construction for super-tankers; planning of waterways for power generation and navigation; measures to improve low-water flows and flood-water flows; recreation and preservation of the environment on navigable waterways; and shipping and transportation on northern inland waterways in the Arctic.

The main purpose of the 87-year-old association is to exchange information gained through experience and research in the various fields of water navigation. This includes design, construction, improvement, maintenance and operation of maritime and inland ports and methods of standardizing shipping facilities. Standardization of port facilities is of particular importance in this area for super-tankers and cargo containerization.

In past congresses, Canada has been a leader in breakwater design, wave-climate studies and ice-control methods.