

BALLET NEEDS TO BE STUDIED

The Canada Council has announced that it will seek the advice of several international dance experts regarding the problems facing Canadian ballet. Specifically, it will obtain recommendations as to how the limited funds available for the support of ballet in this country may most usefully be spent. Names of the consultant advisers will be announced later, but it is expected that several of them will be drawn from outside Canada.

"The Council is far from satisfied with the present situation," said Director A.W. Trueman. "The successful operation of ballet companies of high quality requires financial resources perhaps available only in a wealthy metropolis such as New York. No Canadian centre can at present hope to support a large permanent company from its own resources alone and high transportation costs make touring very expensive. The existing companies must look to the Council for substantial help. Therefore, the funds available to the Council, scarcely adequate for a single company of any size, must be distributed among three. We are hoping that impartial, widely-experienced experts may be able to point the way out of a dilemma which so far has seemed insoluble."

INTERIM POLICY

During the interim period, the Council will continue its current policy of assistance to ballet in Canada. At its recent meeting it approved a grant of \$100,000 for the current year to the National Ballet of Canada. The grant was made after a detailed examination of the deficit situation facing the company and on receipt of a practical plan for the retirement of the debt over the next few years. "It is entirely clear," Dr. Trueman added, "that continued support from the public in the form of donations is of the utmost importance, now and in the future, for all the arts in Canada as well as for the ballet."

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EMERGENCY PLAN FOR AIR LINES

The part Canadian airlines will play in the event of a national emergency was discussed recently at a meeting attended by representatives of eight major air lines, the Air Industries and Transport Association, the Emergency Measures Organization, the Department of Transport, the Department of National Defence and other government departments and agencies, the Department of Transport stated recently.

The meeting, with Chairman Paul Y. Davoud of the Air Transport Board, presiding heard D.G. Keddie, Transport Department Emergency Measures Co-ordinator, and D.F. McRae, Chief of Aviation Emergency Planning, review emergency planning that had taken place in the fields of transportation and communications. Other speakers discus-

sed problems relating to civil aviation and invited consideration of these by the airlines.

The airline representatives will report back to their organizations, which will consider the problems they will face in being fitted into EMO planning. Another meeting will be held in the near future at which the airlines will submit their views and further steps will be taken toward establishing the part to be played by civil aviation in Canada's emergency planning.

Deputy Minister John Baldwin of the Department of Transport welcomed the delegates and spoke briefly on the importance of the part to be played by the airlines in time of national emergency.

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EXPERTS VISIT SEAWAY

One hundred navigation experts from a score of countries toured the St. Lawrence Seaway on September 21, 22 and 23, to wind up a world-wide navigation convention that had met in Baltimore from September 12.

The group were members of the Permanent International Association of Navigation Congresses (PIANC), attending the twentieth Congress of the organization. Hosts for the members at Baltimore were the Corps of Engineers of the United States Army. Lieutenant-Colonel Leon J. Hamerly, Army Chief Engineer at Buffalo, New York, led the group touring the Seaway.

Officials of the St. Lawrence Seaway Authority provided a tour of the flight-locks area of the Welland Canal on September 21. Next day, they co-operated with the Saint Lawrence Seaway Development Corporation (U.S.) and power entities in showing the visitors the navigation features of the International Rapids Section of the Seaway.

On September 23, the visitors toured the Seaway locks near Montreal and part of Montreal Harbour, in co-operation with the National Harbours Board and the St. Lawrence Seaway Authority. The City of Montreal gave the group a lunch at St. Helen's Island in the St. Lawrence River near Montreal.

PIANC is an international body and meets every four years in various countries of the world. It is composed of technicians and others interested in the development and construction of facilities for both inland and ocean navigation.

The party visited the flight locks of the Welland Canal Section of the Seaway on the afternoon of September 21. They proceeded from Cornwall to the Iroquois Lock and thence down to the Eisenhower Lock and the international powerhouse at Cornwall-Barnhart Island, on the United States side of the river, on September 22.

Next day they were given a brief tour of the City of Montreal, visited Côte St. Catherine and St. Lambert Locks and examined some features of Montreal Harbour, Canada's largest port. They returned to St. Helen's Island for the civic luncheon.

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