

costumes will probably prove interesting to men as well as women because dressing, eighteenth-century style, was so different from what it is today.

"In the eighteenth century women literally built their outfits, layer upon layer. They wore linen undergarments, whalebone corsetry, and voluminous petticoats. Our models will have to learn how to sit, stand, walk and even breathe in the tightly-corseted costumes," he says.

CUTTING TECHNIQUES

Further, designer Doyle points out that up to the early eighteenth century women's clothes were not cut strictly to pattern. The material was cut, as economically as possible, in an approximate shape. It was then gathered or pleated to fit the individual's measurements - taken over a whalebone corset if necessary.

The pattern of women's dress didn't change during the first half of the eighteenth century. The "style" was in the silk fabric itself, and these fashionable fabrics were changed seasonally. Hence museum specimens of these early silks are dated not by their cut but by the pattern in the fabric.

"Cutting is an art," says Doyle. "That's what makes modern French couturier fashion so fantastic. In old paintings ladies' dresses may look very elegant but the wrinkles are very much there indicating the crudity of cutting during this period. Although clothing construction and tailoring improved greatly by the late 1700s, it was not until the late 1800s that cutting became scientifically systematized to the degree we know it today.

"In our costume program we had to compromise. We've maintained the eighteenth-century line of the garments - keeping specific seams proportionally in place to achieve the straight and triangular shape dictated by the whalebone corset - while at the same time cutting the pattern to suit the body of the particular wearer."

SNOWMOBILES IN ONTARIO

The fantastic development of the snowmobile in public use was one of the most remarkable phenomena of the 1960s and it continues into the 1970s.

In 1963 there were only 5,000 or 6,000 snowmobiles in Canada. Today, the Department of Transport estimates there are 700,000, and according to the Canada Safety Council there may be as many as 750,000.

Snowmobiling is great fun, but its hazards are many, and most provinces have passed regulations and provided for restrictions. It is big business, too.

For people in all provinces there will be much interest in a comprehensive survey just published by

the Ontario Department of Tourism and Information. This is a province where the popularity of the snowmobile has grown from 5,000 owners in March 1965 to 160,661 last winter. And 10 per cent of them owned two snowmobiles.

An Analysis of Snowmobiling in Ontario covers the winter of 1969-70. A random sample was drawn from the snow vehicle permits and a questionnaire was sent to 1,400 owners. The 97-page report deals in detail with ownership patterns, activity patterns and problems, and expenditure patterns.

Only 6 per cent were bought for business such as transportation into areas of difficult access. More than 78 per cent of the respondents said pleasure was their main reason for buying a snowmobile. About 15 per cent used them for hunting, ice-fishing, going to ski areas, racing and other recreational activities.

The average snowmobiler pays about \$1,200 for his vehicle and other equipment. Collectively they spend in Ontario \$12.7 million on vehicle-operation. They also spend \$1.1 million for meals, \$500,000 for accommodation, \$200,000 on park and club entrance fees and \$800,000 on other expenses.

COLOMBIAN BARLEY BOOSTED

A Canadian effort to help Colombia increase its barley production is expected to improve that country's balance of payments, raise the standard of living for more than 25,000 farmers and provide others for the first time with a cash income.

Under a \$195,000-grant from the Canadian International Development Agency, a plant-breeder and a malting chemist from Canada will provide three-and-a-half man-years of service to the Colombian Agricultural Institute (ICA). Colombian plant-breeders and chemists will be trained in Canada and some \$40,000-worth of Canadian micromalting and micro-brewing equipment will be shipped to the South American country.

The project is designed to extend ICA's basic research and testing facilities. Co-ordinating its efforts with those of other agencies active in the national barley movement, ICA wishes to increase barley yields by 10 per cent a year until production reaches a point where some can be exported. Colombia has had to import barley in recent years - \$1.5 million in 1969.

In Colombia, barley, which is used in breweries, is grown mainly in the Bogota savannah, where 80 per cent of the farms are less than 12 acres.

Switching to barley may provide some farmers in the savannah with cash incomes for the first time.

Married women comprised 56.7 per cent of the female labour force in 1970, compared to 45 per cent in 1960.