

in the 1880s, when the nation's Pacific Coast province, British Columbia, was first linked with the eastern provinces by a transcontinental rail line. Only 65 miles of railway track were in existence in all British North American colonies in the year 1850; by 1860 the ribbons of steel exceeded 2,000 miles in length.

AIR TRAVEL

Since Alexander Graham Bell's *Silver Dart* achieved Canada's first flight in 1909, conquest of the air has made vast contributions to the nation's economy and to communications with remote areas. Today powerful jets speed passengers and goods from ocean to ocean in a few hours; by contrast, in 1920, the first

coast-to-coast flight, organized by the Canadian Air Board, required a flying time of 45 hours from October 7 to October 17.

WATER TRAVEL

Waterways had been the first highways and the development of these natural routes was simultaneous with the spread of commerce. Nature's barriers in the form of waterfalls and rapids, have been overcome by great engineering works, the most notable being the St. Lawrence Seaway. Completed in 1959 at a total cost of \$470 million, Canada's share of which was \$330 million, the Seaway transformed inland lake cities into seaports and enables all but the largest seagoing vessels to steam 2,000 miles inland.

"ALL-UP" INTERNATIONAL MAIL

Mr. Jean-Pierre Côté, Postmaster General, recently announced the inauguration of a new service for international letter-mail. His statement to the House of Commons on June 23 follows:

...Extensive testing of surface letter-mail has indicated that it has been taking from 20 to 40 days to reach destinations in Europe, and still longer to the Orient. This interval time is unsatisfactory. Commencing July 1, 1971, Canada will become the first nation in the world to adopt the Universal "All-Up" Service for international mail. This service provides that all letters up to eight ounces in weight, addressed to any foreign country (except the United States) will now be carried exclusively by air.

This service now takes from three to five days.

Prior to deciding that the Post Office should implement this improved service, we had to make a difficult decision that concerned the cost to the customer of such a service. It was imperative that any new rate structure be simple and be applied on a uniform basis on all letter-class mail sent from Canada.

This meant that existing preferential surface letter-mail rates to certain countries would be abolished. Canadians mailing letters internationally would be charged the same rates for the new All-Up Service, irrespective of destination.

NEW RATES

Under the new structure, the Universal All-Up rates

are as follows: (a) up to one ounce - 15 cents; (b) over one ounce to two ounces - 30 cents; (c) over two ounces to four ounces - 40 cents; (d) over four ounces to eight ounces - 90 cents. The previous airmail rates were 15 cents each half ounce to Europe and South America, and 25 cents a half ounce to Asia. Thus, a letter airmailed to Europe weighing three ounces previously cost 90 cents. Under the new service, it will cost 40 cents - a reduction of over 50 per cent.

On international letters being carried by the new Universal All-Up Service, the customer must still affix a blue airmail sticker as before, even though all letters up to eight ounces are carried by air. This will ensure that these letters will be carried by air right through to destination.

Canadian airlines, along with the airlines of other nations, have helped to make this new All-Up Service possible by participating in the planning and costing of the program. In addition, the Universal Postal Union has endorsed the forward step the Canada Post Office has taken.

A new category of international mail, called "small packets", will also be introduced on July 1, 1971. This category will provide a more economical service for items weighing up to one pound. Packets containing small goods, gramophone records, recorded tapes, automatic data processing cards and similar material will be carried at a lower rate than parcel post....

POWER PROJECT IN MALAYSIA

Canadian experts will help Malaysia develop the power potential of the Perak and Temengor rivers under a \$3.5-million loan agreement announced recently by Mr. Mitchell Sharp, Secretary of State for External Affairs.

Design, engineering and supervision of con-

struction work will be financed by a 30-year loan that bears three percent interest with seven years' grace on repayments. Canada will also consider providing up to \$46.5 million for financing further Canadian goods and services required for the project as indicated by Prime Minister Trudeau in Malaysia during last year's tour of the Pacific countries.

The Temengor project in Western Malaysia,