

air wing. A detailed Canadian offer of assistance has been accepted by the Tanzanian Government.

On April 6, Mr. Martin indicated in the House of Commons that, "in response to a request from President Nyerere, the Canadian Government has stated its willingness to co-operate with the Government of Tanzania in an air-force equipment and training programme". As forecast by Mr. Martin, an air-survey team composed of members of the Canadian armed services and External Affairs officials has visited Tanzania to determine how Canada can assist in this matter. On the basis of the team's recommendations, the Canadian Government has formulated detailed assistance proposals, which have been welcomed by Tanzania.

EQUIPMENT AND TRAINING

The Canadian contribution will include equipment, mainly medium and light military transport aircraft with support equipment and spares. During the programme, Canada will provide for the air wing up to four *Caribou* and eight *Otter* aircraft, which are particularly suited to Tanzanian requirements. In addition, Canada has offered to help with the training of approximately 400 Tanzanian aircrew, groundcrew and support personnel, some 200 of whom, it is expected, will train in Canada. Training will also take place in Tanzania and about 50 Canadian advisory and training personnel will proceed there under the programme.

The air-force programme is expected to make a significant contribution to the effectiveness of the Tanzanian defence forces. The Canadian contribution will complement the advisory and training assistance Canada is already extending to the Tanzanian army. About 30 Canadian forces personnel are now in Tanzania in connection with the army programme. Eleven Tanzanians received army-officer training in Canada last year, and 17 more are expected this month.

Implementation of the Canadian offer will start immediately. By the end of September, up to 25 Tanzanian air-wing personnel will be training in Canada and it is expected that the movement of Canadian advisers to Tanzania will begin within the next few weeks.

TWO NEW CENTENNIAL STAMPS

Two large commemorative postage stamps were issued on September 8.

One, which marks the centennial of the choice of Ottawa as Canada's capital, portrays the first Parliament Buildings, completed in October 1865. The 14 million copies of this stamp are printed in brown.

The other stamp honours the September meeting in Canada's capital of 75 member nations of the Inter-Parliamentary Union, an organization that promotes personal contacts between parliamentarians of all nations. The meeting took place September 8 to 17. Sixteen million copies of this stamp are printed in green.

FEWER FOREST FIRES

Forest-fire losses in Canada in July were far lower than in July 1964, according to the latest estimates released by the Department of Forestry. During the month, 1,582 fires burned over a total of 112,660 acres. In July 1964 - a month of devastation - 1,792 fires affected 1,182,000 acres.

From the beginning of the 1965 fire season to the end of July, 5,401 fires burned a total of 249,016 acres. By July 31 last year, 5,526 fires had covered 1,586,000 acres.

TOP CS POST FOR INDIAN

The Minister of Citizenship and Immigration, Mr. John R. Nicholson, made history recently when he appointed Leonard S. Marchand, a member of the Okanagan Indian Band, as his Special Assistant. Mr. Marchand is the first Indian to be appointed to personal staff of a Federal Cabinet Minister. He will have special duties in the field of Indian affairs and will help to keep the Minister informed of Indian needs and opinions.

He has a master of science degree from the University of Idaho and a bachelor of science degree in agriculture from the University of British Columbia. When appointed, he had worked for some years doing research on range management at the Agricultural Research Station at Kamloops, B.C.

Mr. Marchand has done a lot to promote closer relations between Canadian citizens of Indian and non-Indian origin. In 1960 he helped found the Mikana Club at Kamloops, which helps Indians who come to the city to live and work. He is a member of the North American Indian Brotherhood and the Agricultural Institute of Canada.

ROAD TRANSPORT IN THE PIONEER NORTH (Continued from P. 2)

which a basic road system has been developed. To put matters into broad perspective, the Yukon now has about ten miles of road for each 1,000 square miles of its area, while the Mackenzie District of the N.W.T. has less than one mile for 1,000 square miles. In comparison, Newfoundland, exclusive of Labrador, has 178 miles for 1,000 square miles, and British Columbia has 75 miles.

The cost of the territorial road system has been quite high, particularly if viewed against the background of limited activity or small population of the territories. For example, during the years 1958 to 1962, an average of about \$522 *per capita* a year was spent on highways and rural roads in the Yukon, and about \$153 in the N.W.T. In contrast, only \$66 *per capita* was spent in British Columbia and \$48 in Newfoundland.

Territorial residents could not themselves have financed so much road building at so high a cost; indeed, they paid only a small proportion, the major share coming from the federal Treasury. During the