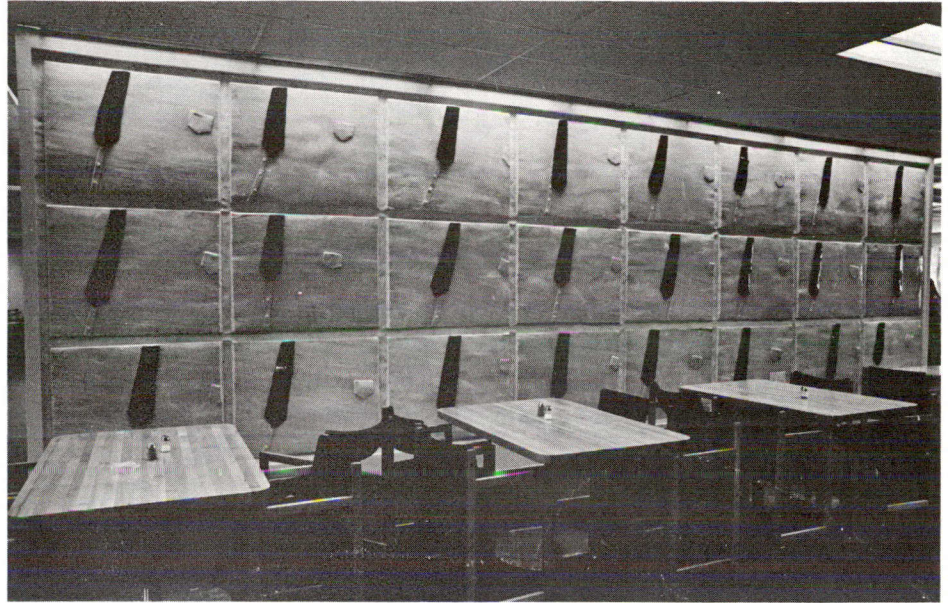


Veneration of the White Collar Worker is the title of a two-sided ceramic wall mural in the cafeteria of the Lester B. Pearson Building, headquarters of the Department of External Affairs, Ottawa. Described as typical of the ceramic sculpture done by the artist, Gathie Faulk of Vancouver, the work is divided into 24 squares, each about two feet by three feet. Every square represents a white shirt and is complemented by a red tie and, in some cases, a tie clip. The "blue collar worker", on the other side of the mural, is portrayed by blue-gray coloured shirts without ties, but other accessories such as glasses, pens, etc., can be seen in the pockets. Each shirt weighs 100 pounds; the whole mural measures 74 feet long by 9½ feet high.



Standards review board formed

Standardization, a subject of vital importance to industry, consumers and governments is currently receiving increased national and international attention. Following the completion of the so-called Kennedy Round of tariff negotiations GATT members turned their attention to secondary trade barriers, and are presently engaged in the development of a Code of Conduct which recognizes that standards and restrictive quality-assurance requirements may well represent even more serious barriers to trade than tariffs.

In Canada, the creation of the Standards Council in 1971 provided a focal point for the establishment of a national-standards system. A recent development arising from this has been the accreditation of the Canadian Government Specifications Board (CGSB) as one of four national-standards writing bodies. Related to this is the creation of a CGSB Review Board, which held its inaugural meeting in Ottawa recently.

The meeting brought together representatives from Canadian industry, provincial departments from across the country, the Federal Government and others interested and knowledgeable in the field of standards. The purpose of the meeting was to establish a formal review structure for CGSB standards which are regarded as possible candidates for acceptance by the

Standards Council as national standards of Canada. At present there are some 1,650 CGSB standards available many of which are very likely to become national standards.

The series of garment-sizing standards, which CGSB has developed over a number of years in support of the Canada Standard-Size Program of the Department of Consumer and Corporate Affairs, is a good example of *de facto* national standards which are proving of value to the average consumer from coast to coast.

The standards review board, which represents national interests, is composed of representatives from Federal Government departments, all provinces and territories, a wide range of industrial and trade associations, other standards-writing bodies and research and university interests. It also includes a number of unaffiliated individuals who are knowledgeable and experienced in standardization. Mr. John Guminski, the Executive Director of the CGSB, was appointed chairman of the review board for the initial year.

Automobiles seem safer

A marked decrease in motor-vehicle "recalls," compared to those during the same period last year was announced for the second quarter of 1973 by Transport Minister Jean

Marchand recently. During April, May and June of this year, he said, 36,066 vehicles were recalled by 22 manufacturers; of the more than 850,000 vehicles recalled during 1972, 536,546 were recalled during the second quarter of the year. Motor vehicles are recalled by manufacturers for correction of any safety-related defects.

During the first quarter of this year more than 338,000 motor vehicles were recalled and Mr. Marchand expressed his satisfaction with the second quarter decrease: "During a period when the Ministry has increased its investigations of motor-vehicle safety defects, it is gratifying to see such a drastic decline in the number of vehicles recalled for safety-related defects.

"I think this downward trend in recalls reflects the significant impact which Ministry efforts in research and investigation combined with a positive reaction by the automotive industry have had and I hope that the current trend will continue."

The types of vehicle recalled for the second quarter of 1973 were: 11,587 automobiles; 5,398 trucks and truck bodies; 2,281 snowmobiles; 819 buses; 117 trailers; 77 multi-purpose passenger vehicles; and 15,787 motorcycles.

Regulations in effect since January 1, 1971 compel manufacturers to advise the Ministry of all motor vehicle safety-related defects. Companies are also required to notify owners by registered mail of these possible defects.