

planned the project in co-operation with the Overseas Development Ministry of Britain. The scheme is based on the advice of a Canadian-British-United States economic survey of the Eastern Caribbean, which identified the growth of the tourist industry as a major step forward in bolstering the Caribbean economy.

Under the Canadian programme, provision has been made for the development of three airfields, the study of sites for two new airports and general support in the field of technical assistance.

INDIAN PAVILION TO MONTREAL

Indian Affairs Minister Arthur Laing announced recently that the Indians of Canada Pavilion at Expo 67 had been offered to the City of Montreal. This building has been rated, nationally and internationally, as one of the most thought-provoking on the Expo site.

In making the offer, which includes the magnificent 71-foot totem pole, one of the finest carved on the West Coast, the Minister stipulated that no changes were to be made either to the interior or exterior structural design of the pavilion for a period of five years.

Since the closing of Expo 67 in October, there has been much speculation as to the future of the pavilion. Several organizations have approached the Minister with suggestions that the pavilion be donated to a worthy group of Indians.

The cost of moving the pavilion from its present site to anywhere within a radius of 50 miles of Montreal is \$380,000, each mile after that adding to the expense. The high cost of dismantling, transporting and erecting the pavilion at a different site has prohibited these ideas from being adopted.

During its six-month existence, the pavilion has been host to over two million visitors and has had newspaper, television, radio and motion picture coverage in Italy, Japan, Australia, Cuba, Czechoslovakia, Russia and other countries.

Among the visitors to the pavilion were Queen Elizabeth and Prince Philip, Princess Margaret and Lord Snowdon, King Constantine and Princess Ann-Marie of Greece, Prince Rainier of Monaco, singer Harry Belafonte, and Britain's fashion model Twiggy.

Design, construction, and operation costs were met by the Indian Affairs Branch, but the actual content and storyline were conceived and executed through the combined efforts of the Indian population of Canada.

CALL TO LABOUR AND MANAGEMENT

"Canada's most troublesome economic challenge is to keep control over an affluence that threatens to consume the consumer," Labour Minister John Nicholson told a gathering of Canadian business editors recently. Speaking to the National Business Press Editors Association Convention in Ottawa on

January 18, the Minister issued a strong plea to his audience to help develop a greater degree of "economic realism" throughout Canada.

"No matter what the agony of adjustment," Mr. Nicholson declared, "corrective action by industry and by labour must be taken without delay. Nearly all our aspirations for a better tomorrow rest upon our ability to accelerate our rate of productivity improvement, and all those involved in the collective bargaining system should devote increasing attention to this problem."

ADAPTING BARGAINING SYSTEM

"Our present circumstances," the Minister continued, "compel major changes and adaptations in our collective bargaining systems. Wage bargaining must be joined with productivity bargaining. At the same time, the public interest requires reasonable price reductions from those industries which continue to enjoy unusually high productivity gains and are able to achieve comparatively high levels of wages and profits."

After a statistically-supported defence of labour's right to maintain an equitable share of the value of Canada's industrial product, the Minister called on management and labour to develop new relations with each other "to improve our national productivity levels".

Declaring that the Federal Government had met its responsibility to "widen the opportunities for economic expansion", Mr. Nicholson said that "over the past two years our prices have risen much too rapidly". The benefits of such expansion and increased productivity were required by the public interest to be "shared not only with the workers in the form of improved wages and salaries but also with the consumers in the form of reduced prices", he declared.

DEFENSIVE DRIVING COURSES

Since last summer, more than 1,200 military and civilian members of the Department of National Defence have completed "defensive-driving" courses at Canadian Forces Base, Edmonton, Alberta.

Although attendance was voluntary, an average of 35 students attended each of the courses which, when time permitted, were conducted in eight one-hour sessions. More than 40 instructors, selected from among officers and senior non-commissioned officers who had been specially trained, administered the courses. Training aids, movies and instruction kits were provided by the Alberta Safety Council.

Defensive driving, says a spokesman for the Canadian Highway Safety Council, is "driving so as to avoid accidents in spite of the actions of other drivers or adverse driving conditions".

Members of the Base Transport Section at CFB Edmonton drove more than 1,800,000 miles in 1967 with an accident rate of 1.3 for each 100,000 miles — one of the lowest rates for DND units in Canada. The Edmonton CFB Base hopes to improve this record by training in defensive driving.