

SENATOR MARTIN IN AFRICA

Senator Paul Martin represented the Government of Canada in Butare, Rwanda, on December 7 and 8, during the celebrations marking the fifth anniversary of the founding of Université nationale du Rwanda. Canada played an essential role in the creation of this institution and continues to co-operate in its operation. Canadian interest was emphasized in June 1967 by the signing of a five-year agreement determining the contributions of both countries; that of Canada could amount to \$750,000 a year. Université du Rwanda has a majority of Canadian teachers; the Rector, Most Reverend Georges-Henri Lévesque, o.p., is a Canadian. This is one of the most successful accomplishments in which Canada has participated in the field of international co-operation.

During his trip, which began on November 27 and will end on December 15, Mr. Martin is also visiting the Democratic Republic of Congo (Kinshasa), Ivory Coast, Niger and Senegal. He is taking this opportunity to discuss matters of mutual interest with leaders of these countries. This visit emphasizes the interest taken by the Government of Canada in developing its relations with French-speaking countries.

ENTER THE TURBOS

The Canadian National Railway's new passenger-trains, built of aluminum and powered by gas-turbine engines, will soon be whisking passengers, quietly and comfortably, over the 335-mile Montreal-Toronto run in under four hours.

Initially, Canadian National will operate five turbo-trains of seven cars each, consisting of a power-dome car at each end and five passenger-cars. They may be operated in tandem sets of 14 cars, keeping the fifth seven-car set as a spare.

The sleek, aluminum-covered *Turbos*, designed by United Aircraft Corporation, are powered by aircraft-type gas-turbine engines built by United Aircraft of Canada Limited. The ST 6 gas-turbine engines, can draw up to 400 horsepower in a train, yet they measure only 62 inches in length and 19 inches in diameter. Single trains will have four turbine engines, two in each dome car, providing a top-speed potential of 120 m.p.h. Because of existing speed-limits on the run, however, the trains will be restricted to a top speed of 95 m.p.h. Even with this limitation, the *Turbos* can reduce substantially the running time between Toronto and Montreal because of their superior braking, and cornering abilities.

UNUSUAL SUSPENSION

One of the most important design features of the *Turbo* is its unique suspension system. Conventional suspension systems, which support the car from underneath, cannot prevent passengers being tipped to the outside of a curve taken by the train at high speeds. The *Turbo's* system, however, supports the car from above, providing a pendulous action that makes the car's body bank inward on curves. This, coupled with a centre of gravity only 40 inches above the rails,

provides more comfort under all speed and track conditions, especially on curves. *Turbos* will be able to take curves up to 30 percent faster than conventional trains, thereby making use of the extra speed available from their lightweight aluminum construction.

The trains are built by MLW-Worthington Ltd., of Montreal, using aluminum made by the Aluminum Company of Canada.

SAVINGS BONDS SALES RECORD

Mr. E.J. Benson, Minister of Finance, has announced that the new issue of Canada Savings Bonds has received a record response, with receipts well over \$3,125 million. As expected, this total includes a heavy volume of conversions as holders of bonds in earlier series exchanged them for the attractive new series. Net purchases from October 1 total \$918 million.

Most of the November cash receipts connected with the new series have now been received. After allowing for redemptions of previous series which remain to be processed through the rest of the month, net cash receipts from October 1 to November 30 are expected to be at a record level. Last year, net cash receipts in this two-month period equalled \$612 million and in 1966, \$750 million.

LUNG CANCER INCREASES

The death-rate from lung cancer in Canada increased 10 per cent during 1966 and 1967, the Minister of National Health and Welfare, Mr. John Munro, reported recently. The disease caused 4,318 deaths in 1967, compared to 3,844 in 1966. Of the victims, 3,700 were men and 618 women. The rate for 100,000 population, statistically standardized to the 1961 census population to allow comparison, was up for men from 32.9 in 1966 to 36.3 in 1967. For women the increase was from 5.3 to 5.8.

Lung cancer is now the leading cause of death from cancer in Canada for men and for men and women combined. Twenty-four per cent of male cancer deaths and 5 per cent of female cancer deaths were due to this decrease in 1967.

CIGARETTE CHIEF CULPRIT

"The tragedy," said Mr. Munro, "is that so many lung cancer deaths are preventable. Most are attributable to cigarette-smoking. Obviously the best prevention is for a person to never start the habit. However, it usually takes many years of exposure to cigarette smoke before lung cancer develops. As long as the disease is not already present, on discontinuance of smoking the risk of its development gradually decreases until it approaches that of a non-smoker. The risk of other cigarette-smoking diseases - chronic bronchitis, emphysema and coronary heart disease - also decreases when the habit is dropped.