

## INDIAN COMMERCIAL DEVELOPMENT FUND

Indian Affairs Minister Arthur Laing said recently that increased assistance would be available to Indians engaged in commercial ventures, as soon as a special resource and industrial development fund planned was established. He said that the fund would be "designed to accelerate the establishment and expansion of Indian-operated agricultural, commercial and industrial enterprises and to increase the employment opportunities now open to Indian people".

Under the development-fund programme, the Government of Canada will be able to guarantee loans made to Indians so that they can take greater advantage of normal lending institutions for business and commercial purposes. Where necessary, it will provide direct loans and grants to Indian bands, groups and individuals.

"The fund will help Indian people get a firm toehold in the Canadian economy," Mr. Laing said, "but its success will depend on what the Indian people themselves bring to the programme. It offers no simple solution to the economic difficulties which many Indians face. What it will do is give them a chance to translate their education and training in terms of steady, meaningful employment."

## TEMPO SERVICE BY CN

Canadian National has launched a new passenger-train providing one day service in "corridors" of dense population. The red-and-silver train left Toronto recently for London and Sarnia, inaugurating a southwestern Ontario service called Tempo. CN says Tempo equipment will raise the standard of service, yet provide significant operating economies. It is the first equipment built in Canada specifically for interurban travel and will be used on the busy lines between Toronto, Kitchener and Sarnia and between Toronto, London and Windsor.

Trains in Tempo service do not require conventional dining-cars, baggage-cars, sleeping-cars, or steam-generator cars. The cars they do have are made of lightweight aluminum and can be hauled at high speeds by one relatively low-powered locomotive.

Elimination of the uneconomic dining-car was made possible by combining microwave and portable ovens with modern catering practices to allow dining "at your seat" from fold-down trays.

Sleeping-cars are unnecessary because the Tempo idea demands same-day rather than overnight travel; coaches and club-cars have extra baggage-racks that do the work of baggage-cars.

Luxury touches include a stereophonic public-address system, disc brakes, a combination of air-cushion and coil-spring suspension for smoother rides, sliding doors that open between cars at the touch of a finger, and an air-injection system for air-conditioning.

CN has purchased five club cars, five cafe-lounge cars, and 15 coaches for Tempo runs. A Tempo train would normally consist of three coaches, a cafe-lounge car for coach passengers, a club car,

and one locomotive. Total seating capacity in a five-car train would be 301 persons. The train, however, could be expanded during exceptionally busy periods.

CN will operate Tempo equipment on four of its southwestern Ontario runs through London to Windsor and Sarnia, two from Guelph to Kitchener and Stratford and two from Dundas to Brantford and Ingersoll.

## HENRY MOORE EXHIBIT

An exhibition of the work produced between 1955 and 1956 by the leading British sculptor, Henry Moore, was opened on June 26 at the National Gallery in Ottawa, where it will remain on view until September 15. The collection organized by the British Council, had already been on display in Toronto during "British Week" last autumn, and had subsequently been shown at Charlottetown, Prince Edward Island, and St. John's, Newfoundland. It will make its final Canadian appearance at the Museum of Fine Arts in Montreal.

This sample of the recent work of the 70-year-old Moore is notable for the size of the pieces, all bronze, of which it consists, and for what has been called their "disturbing power". The catalogue of the display contains the following passage elaborating this criticism:

"This massive scale is matched by shapes which reinforce the sense of what in Michelangelo's day was called *terribilità* — a sense of weight and tremendous physical force; of grandeur which is also rather frightening; of thick, swelling, twisting and plunging shapes which heave as alarmingly as a giant in his sleep, and seem in the same way both superhuman and primeval.... The ability to command shapes of this kind has always been a distinctive characteristic of Moore's personality as a sculptor. But it has never been as forcibly and consistently in evidence as during the period covered by this exhibition."

## AID TO BURMESE HOSPITAL

Canada has agreed to a Burmese request to expand the facilities of Rangoon General Hospital with Canadian counterpart funds, the Secretary of State for External Affairs, Mr. Mitchell Sharp, announced recently.

The funds will be used for an addition to the radiotherapy building costing 250,000 *kyats* (approximately \$50,000 Canadian). The new ward will provide facilities for the intensive care of radiological patients, thus continuing the work undertaken by Canada at the hospital in 1963, when a cobalt teletherapy unit was installed and a Canadian adviser established a cancer-treatment unit.

## FUND CONTROLS

The counterpart fund is a long-established feature of Canada's external aid programme and is designed to ensure that each aid dollar is put to maximum use. When commodities are supplied on a grant basis, as