

## CANADA AT PEKING TRADE FAIR

More than 500 businessmen and federal officials were in Peking from August 13 to 15 to stage the largest trade fair in Canada's history. The fair, held from August 21 to September 3, was officially opened by Mr. Mitchell Sharp, Secretary of State for External Affairs, who was on an official visit to the People's Republic of China at that time.

Under the direction of L.J. Rodger of the Department of Industry, Trade and Commerce, the Canadian Trade Exposition at Peking represented the products of a wide range of Canadian industry. The exhibits occupied 200,000 square feet of space in the Peking Exhibition Centre and included the products of 203 Canadian companies.

The products and services were chosen on the basis of the areas of interest expressed by the Government of the People's Republic of China. They included industrial equipment, agricultural and construction machinery, transportation equipment, mining and forestry machinery — a complete range of industrial products to help in the development of the country. No consumer goods were displayed.

Other products on display were natural resources from asbestos to zinc, wood products (pulp and paper, lumber, plywood, etc.), geophysical surveying services and equipment, medical apparatus and supplies and pharmaceuticals, electrical and electronic products systems and components, engineering consulting services, industrial chemicals, including synthetic textiles.

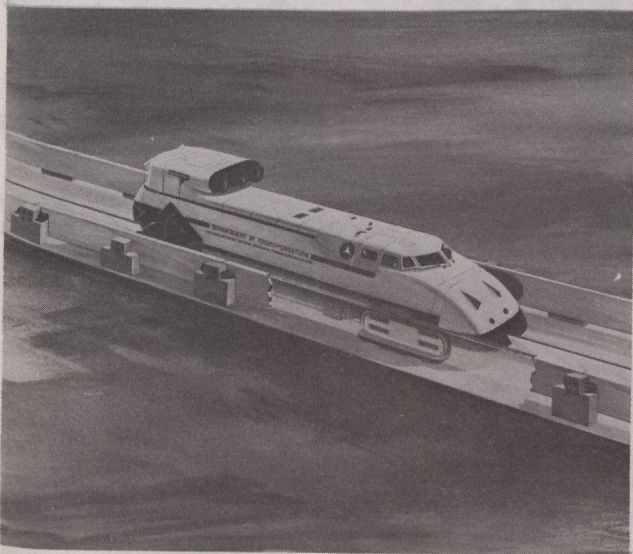
The Peking Trade Exposition was a direct

result of a visit to China of 25 government and business representatives in June 1971, led by Mr. Jean-Luc Pepin, Minister of Industry, Trade and Commerce.

Mr. Pepin, in outlining the objectives of the Exposition, said it would "enable us to demonstrate Canadian capabilities in the production and supply of a wide range of sophisticated manufactured products, semi-processed and basic industrial materials, agricultural products and advanced engineering services".

"We will also be able to identify, for future development, Chinese interests and import requirements, and hope to become better acquainted with Chinese trade officials, state-trading corporations, producers and end-users and to obtain a better understanding of the Chinese trading system," the Minister said.

More than a quarter of a million visitors were expected to tour the Exposition. The Department of Industry, Trade and Commerce prepared a 400-page catalogue for distribution to the seven trading corporations of the People's Republic of China and heads of visiting delegations. It contained an introductory message from the Secretary of State for External Affairs and the Minister of Industry, Trade and Commerce, a pictorial presentation of Canada, statistics of the country, and a description of each of the 203 exhibiting companies' capabilities and product lines with illustrations of the principal products.



*The 300-mph Tracked Air Cushion Research Vehicle the first of its kind to be built in the United States. Built by the Grumman Corporation, the train rides on a thin layer of air instead of wheels, and is guided by air cushions blowing against the sides of its specially constructed concrete guideways.*

## TRAIN OF THE FUTURE

Professor David Atherton of Queen's University, Kingston Ontario, is excited about a high speed inter-city transport employing what scientists call "magnetic levitation" — the use of magnets to lift a car off the track and speed it on its way. "Magnetically-lifted cars should be able to charge along at 300 miles an hour," Professor Atherton says.

At that speed, he says, they should be practicable, pollution-free alternatives to airplanes for inter-city travel hops of up to 500 miles.

The cost of this mode of transportation in Canada has been estimated at about \$1 million a mile to build the magnetic-lift system on a narrow gauge rail.

### FARES

The price of tickets would depend on how much use the system received; it would have to be competitive with air travel. "We must work out how much a mile it will cost; the income side of the picture is much more difficult to assess."

A Montreal-Toronto inter-city trip would take just about two hours downtown to downtown. Flying