

Canada Weekly

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Canada's forestry industry essential to a healthy economy

Summer in Canada is the season for forest fires. In an average year, some \$35 million is lost in wasted timber and fire-control costs. The loss to the environment, including wildlife, is inestimable.

Up to the end of June this year the Canadian Forestry Service estimated that 2,984 forest fires destroyed some 182,000 acres. Fires in July, however, have led Ontario provincial authorities to believe that 200,000 acres have been burnt so far this summer in that province alone.

The value of the forest
The forests of Canada, covering nearly half the country's total area, are by far the most prominent feature of its landscape. About half of this forest land contains merchantable wood — 8 per cent of the world's total timber resource. As Canada's leading export commodity, forest products are worth more than \$3 billion annually, and so play an important role in the lives of all Canadians.

But the value of the cash crop of the forests is by no means all; there is really no way of calculating their true worth, since a large and important part of the value is intangible.

The forests provide the ecological "buffer zone" essential for clean air and water — they protect watersheds from erosion, stabilize the flow of streams and minimize flooding — they provide the scenic background for recreation, and shelter a wide variety of wildlife.

A healthy forest industry is essential to Canada's economy. Wood is renewable, demands little energy to process, and is biodegradable. But the need to balance the economic use of the forest with its preservation as a place for enjoyment and relaxation is emphasized by the federal Environment Department.

Mechanization and clearcutting
Canada's woods industries are under extreme pressure to cut costs by increasing productivity. They strive to do this by mechanization, and by wide-



Trucks carrying huge logs out of cutting area in British Columbia.

spread use of clearcutting — the removal of the entire crop in a given area. Increasing utilization of all species accentuates this trend. About 80 per cent of the area logged in Canada today is clearcut.

Heavy machinery, however, may destroy young trees already in the ground, meaning lower productivity in the next crop, or a resort to seeding and planting. If logging takes place when the ground is not frozen or snow-covered, heavy machinery can damage the structure of some soils, and may cause erosion.

Used judiciously, clearcutting can be good forestry practice; used unwisely, it can have calamitous results. When skilfully used, it is far superior to the old practice of "highgrading" a forest repeatedly for its biggest and best trees.

Pests and pesticides

Insects kill about 250,000 acres of mature forest annually in Canada. As the demand for wood grows, the need to control the pests that destroy it becomes urgent. If unchecked, the spruce budworm alone could put many mills out of business in areas where unemployment is already a serious problem.

Though pesticides are still usually the reliable method of control, the environmental dangers in their misuse are well known. Much effort has been devoted to determining their side effects, and these studies still continue. They include investigations of the effects of pesticide spraying on fish, bottom fauna in streams and lakes, birds and mammals, soil micro-organisms and non-harmful insects. Attempts have been made to monitor the accumulation of pesticides in soil and vegetation, and their decomposition and movement through food chains. DDT, which has not been used since 1967, has been replaced by a less persistent class of insecticides.

Alternatives to pesticides include the use of insect viruses, bacteria, parasites and predators, sex attractants and the manipulation of the forest itself. Considerable research is being devoted to these possibilities, as well as to the search for safer pesticides and safer and more effective ways of using them. However, despite recent publicity, and one or two spectacular successes, "biological control" as yet provides no simple alternative to pesticides.

Fertilizers, herbicides and brushkillers Forest fertilization is just beginning to become common as a means of increasing forest growth. Between 5,000 and 15,000 acres are treated annually in Canada, mostly with nitrogen. The fertilizer is usually applied only once, ten to 15 years before the stands are scheduled for logging.

The dosages applied in forestry are generally low compared to those in agriculture. Also, forest soils contain much organic matter and have a thick mat of roots which efficiently prevents nutrient losses. Thus, little fertilizer is likely to escape into stream water and become a source of pollution, although investigations into the possible consequences are in progress in several parts of the country.

Some attention has also been focused on the potential dangers of herbicides and brushkillers in forest use. Despite some public alarm, however, the hazards from those commonly used in North America are minor.

Man-made forests

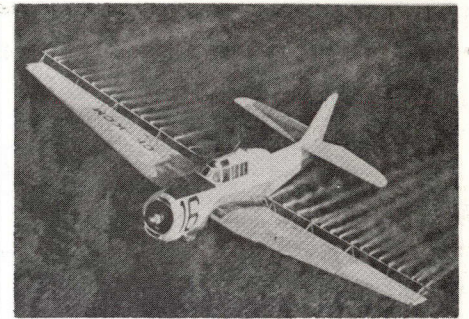
The need for greater forest productivity is leading to greater reliance on direct seeding and planting as a means of restocking forest land. At present, about four million acres have been artificially restocked in Canada. By 1985, the total will be ten million acres.

Other forest influences

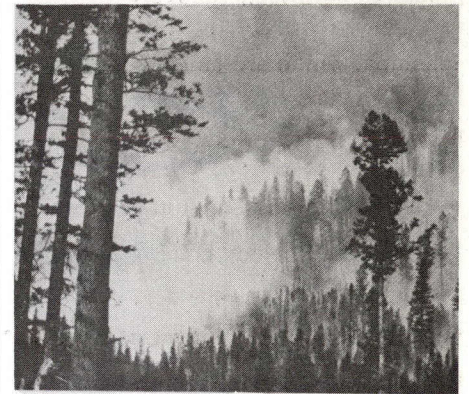
Besides industrial exploitation, other influences can have adverse effects on the forest environment. These include mining and seismic exploration, breaks in oil and gas pipelines, highway construction, urban sprawl, and hydroelectric developments. Insects and diseases introduced from other countries, like Dutch elm disease, larch sawfly and balsam woolly aphid, against which our forests have no built-in defences, have also made serious impacts.

The public itself can have a detrimental effect — as well as creating an immense problem of litter and garbage disposal, people start 75 per cent of all forest fires.

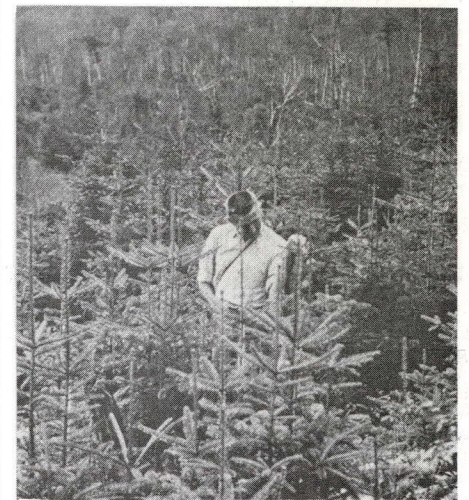
Air pollution also is responsible for serious damage to both agriculture and forest crops. Though there are many air pollutants, in Canada the chief offender is sulphur dioxide, which accounts for a direct loss to forestry of between \$1.2 million and \$2.8 million annually.



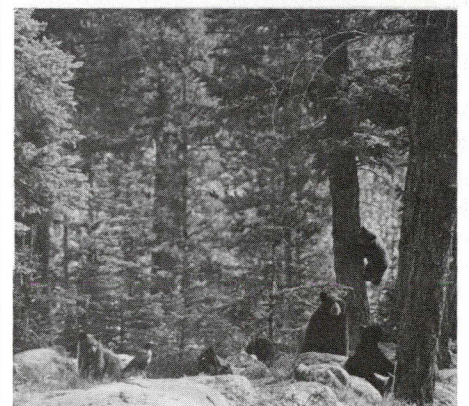
Protection



Wildfire



Regeneration



Endangered wildlife

World Cycling Championships to be held in Montreal

The 1974 World Cycling Championships will be held in Montreal from August 14 to 25. For ten days leading international cyclists, amateur and professional, will compete for the highest honours in cycling: the coveted rainbow-coloured sweater, symbol of supremacy, which may only be worn by world champions.

This will be the first time in recent history that the World Cycling Championships, which are usually held in Europe, will take place in North America. The last time the combined amateur and professional championships were held outside Europe was in 1912, when they were held at Newark, New Jersey, U.S. In 1968, the amateur events were held in Montevideo, Uruguay.

Second time in Canada

The world cycling series started officially in 1893 at Chicago. In 1899, world championships were held in Montreal. In 1974, after an interval of 75 years, Montreal will again become the meeting place of the world's greatest cyclists. To commemorate the occasion the Canada Post Office will issue an 8-cent stamp on August 7.

The World Cycling Championships are open to both amateur (men and women) and professional (men) competitors. Athletes from some 50 countries are expected to take part in the track and road events.

Types of race

Both amateurs and professionals compete in sprint events. Unlike the running sprinter who relies on an opening burst of speed, the pedalling sprinter is in no hurry at the beginning of the race. The chief concern is to be in the



right position during the last 200-metre dash to the finish line, where a speed of 40 to 45 miles an hour will be attained. Tandem sprints are also held.

In the individual-pursuit event, only two riders are on the track, one start-

ing in the home straight, the other exactly half-way around the track. The aim is to cover the distance in the shorter time, or to catch up to your opponent and win by a knockout. Team-pursuit events take place with two teams of four riders each starting on opposite sides of the track.

Time-trial races are also held. The kilometre time trial is a track event where the individual competitor is on the track alone in a test of sustained speed. The 100-kilometre time trial is a road race where four riders as one team ride one behind the other to take advantage of the slipstream effect and maintain an average speed of 30 miles an hour.

The motor-paced event, where the cyclists ride closely behind high-powered motor-cycles, is perhaps one of the more interesting events for the spectator. The motor-cycle driver sets the pace, and the cyclist relies entirely on the driver's judgment in determining the race strategy.

The road races will take place on Mount Royal, in the centre of Montreal. Professional men will compete in a 300-km (187 miles) race, amateur men in a 200-km (125 miles) and amateur women in a 70-km (44 miles) race. Cyclists average a speed of 22 to 27 miles an hour during a road race.

Canadian petroleum recovery researchers visit Soviet Union

The future is looking brighter for oil-recovery researchers today with a growing demand for the technology to increase recovery from known reserves.

Researchers at the Petroleum Recovery Research Institute at the University of Calgary, are devoting their efforts to improving the recovery of Alberta crudes, but Dr. Necmettin Mungan, the institute's chief research officer, is quick to point out that the problem is an international one.

A few weeks ago, for example, Dr. Mungan led a small group of Canadian oil-recovery experts to Moscow to participate in the first Soviet-Canada symposium on "Improved Oil Recovery", sponsored by the Soviet and Canadian Governments. Some 150 Soviet and eight Canadian experts attended by invitation to hear 20 Soviet and six Canadian papers and discussed ways to recover oil difficult to exploit by conventional methods.

The Canadian delegation also visited the All Union and several regional research centres. Highlighting the symposium were field trips to oil fields in Tartaria and Komy, U.S.S.R., where among other things, the Canadians observed an underground mining method for the exploitation of the Yaregoskoye heavy oil field.

The PRRI has been working on an average of five research projects annually and has made numerous contributions to the understanding of oil-recovery processes and fluid flow in porous media. The resulting increase in oil recovery from the PRRI's work could be in the millions of barrels.

The opportunities for improvements in recovery methods are significant. According to Dr. Mungan, "even an increase in recovery of 1 per cent would represent more than 300 million barrels and would be the equivalent of finding a major new oil field".

More helicopter flight simulators for West Germany

CAE Electronics Ltd of Montreal has been awarded a contract valued at more than \$3 million to develop and manufacture two CH-53 heavy-lift helicopter simulators for the Federal Republic of Germany.

The simulators will feature CAE's compact "six-degrees-of-freedom" motion systems and automated training facilities similar to those employed on the two complexes of four UH-1D light-transport helicopter simulators also being produced by CAE for the West German Defence Forces.

CAE is currently building a CH-47C helicopter simulator with visual system for the Imperial Government of Iran and five commercial aircraft flight simulators — a DC-9 and Boeing 727 for Air Canada, DC-9s for North Central Airlines of the United States and for Swissair, and a Boeing 747 for British Airways.

British MPs see telecast of Alberta government in action

A television film of the Alberta Legislature in action was screened in July for an audience of British Members of Parliament.

The film was requested by British MP Cyril Whitehead, of the Parliamentary Services Committee, who urgently requested film or tape extracts of TV coverage of the Alberta Legislature. CFRM-TV supplied the film of the question period, which was transmitted *via* the London office of the Department of Industry and Commerce.

It is believed that the Alberta Legislature is the only parliamentary assembly comparable to the British Parliament that has been televised. The film will help the Parliamentary Services Committee decide whether or not television cameras will be allowed in the British Parliament.

McGill to teach tourism

"The tourist specialist today must understand the fundamental principles of tourism development related to the natural environment, locational aspects, accessibility, economic relationships, social and cultural implications as well as the whole marketing spectrum" — is the rationale behind a new course being offered this autumn by McGill University, Montreal.

The Diploma in Management (Tourism), to be given by the university's Centre for Continuing Education, will provide the means for formally educated people to become qualified to fill managerial positions in the various parts of the rapidly growing tourism industry (travel agencies, tour companies and wholesalers, air, sea, rail and bus carriers, tourist councils, visitors' bureaux as well as federal and provincial government departments). The object is to develop professional managers, educated in the fundamental areas of business management, but oriented towards the travel and tourism related industries.

The Centre believes that the Diploma in Management (Tourism) will appeal to university graduates who have majored in geography, journalism, modern languages, political and social sciences, economics or general arts as it

will allow them to pursue more specific career opportunities.

Candidates for the two-year program, who may register should preferably have had experience in tourism, but aspire to managerial positions; or have reached management positions, but desire a means of formalizing their knowledge and experience to improve their performance; or have attained a level of maturity and specialization in their current endeavours and are now seeking an opportunity of broadening their interests to the field of tourism.

Public finance study under way

Initiation of a Task Force on Public Finance was announced last month by the co-chairman of the national tri-level conference, Ron Basford, Minister of State for Urban Affairs, Everett Wood, Saskatchewan Minister of Municipal Affairs, and Winnipeg Councillor Bernie Wolfe, president of the Canadian Federation of Mayors and Municipalities.

Members of the task force held their first meeting in Ottawa to discuss the program for a fact-finding study which will examine the approaches to public finance of Canada's three levels of government. The study will produce a common set of facts on the financial situation of each level of government, with the aim of creating a comparative data base acceptable to all three levels.

The task force, which was proposed at the national tri-level conference in Edmonton last October, finally won approval at a meeting of the tri-level co-chairmen in Winnipeg on June 3. The task force is composed of 15 members; two representatives of the Federal Government; ten provincial representatives; and three municipal representatives.

Manitoba sells buckwheat to Japan

The Manitoba Minister of Agriculture, Sam Uskiw, recently announced the sale of 1,500 tons of buckwheat, valued at \$500,000, to Japan. Mr. Uskiw said that the provincial government acted as guarantor of the agreement reached between the Japanese Buckwheat Millers' Association and a group of Manitoba buckwheat producers.

The minister noted that this was the first time the provincial government had acted as guarantor of buckwheat-export sales. It was also the first time that Manitoba buckwheat farmers had sold their crop directly to overseas millers. Export sales of buckwheat, he said, were usually carried out by large commercial grain firms.

"Our intent is to bring the grower into closer contact with his buyer and through this closer contact receive a higher price for the grower," said Mr. Uskiw.

The contract is a sample shipment to try out the new contracting system. "We are hopeful that it will be the first of many direct sales between Manitoba's buckwheat farmers and the Japanese millers," he said.

To make the sale possible, about 40 farmers formed the Buckwheat Grower's Co-operative of Manitoba. Each farmer will grow about 100 acres of buckwheat to fill the sale. The contract was negotiated by the marketing branch of the Department of Agriculture acting on behalf of the Manitoba growers.

The initial price to growers is eight cents a pound. Transportation charges from the elevator to Japan are not deducted from the growers' price.

Manitoba grows about 75 per cent of all the buckwheat produced in Canada. The Japanese, who process the buckwheat flour into noodles and other traditional dishes, are the largest single buyers of buckwheat in the world.

Ban on shipboard transport of horses

Following representation by humane societies and investigations by the Ministry of Transport, which indicate that horses cannot be carried in large numbers aboard ship without undue suffering, Canada banned their transportation by ship, effective July 1.

This ban will apply to all horses with the exception of certified pedigree stock and special consignments not exceeding 50 head in number, whose transportation arrangements have been approved by the Ministry of Transport.

No horses will be permitted to be shipped from Canadian ports for any purpose during the late autumn and winter from November 1 to March 31 inclusive because of normally heavy weather conditions at sea in the northern hemisphere.

Canadian ship popular in Oslo

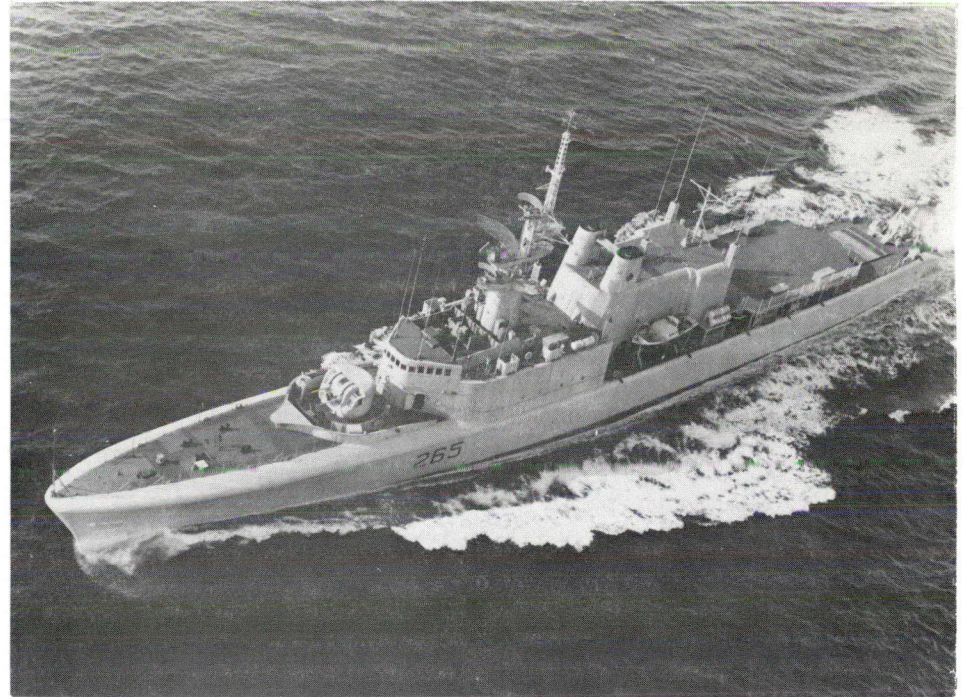
After being away from home port for five weeks, the helicopter destroyer *Annapolis*, and other units of the Standing Naval Force Atlantic, recently spent nine days in Oslo, Norway, to provide some relaxation for the crew and to carry out routine maintenance on the ship.

For the first time on the present deployment the ship was opened to the public and was visited by 2,600 people in two-and-a-half hours.

On leaving Oslo the force carried out manoeuvres in the North Sea and the English Channel en route to Greenock, Scotland. French naval ships and aircraft joined for a short period to participate in a surface shoot and an air defence exercise.

Crew of the *Annapolis* demonstrated her seamanship proficiency when they despatched her seaboat in rough seas to transport personnel between the Dutch destroyer *Rotterdam* and a French tug.

A weekend visit to Cherbourg on the Normandy coast of France enabled the crew of *Annapolis* to take part in a



Canadian Forces helicopter destroyer *Annapolis*.

sports program, excursions to Paris and bus tours of the D-Day invasion beaches.

Before continuing around Land's End, England, and through the Irish Sea

towards Scotland, *Annapolis* was visited by the Commander-in-Chief of NATO's Eastern Atlantic Forces, Admiral Sir Terence Lewin of the Royal Navy.

Foreign investment insurance agreement with Morocco

Canada has concluded an agreement with the Government of Morocco on the insurance of new Canadian investments in Morocco against certain non-commercial risks.

The agreement, which is expected to make a useful contribution to the development of economic relations between the two countries, is one of a number of foreign-investment insurance agreements which the Canadian Government hopes to conclude with other countries. Similar pacts have been concluded with Barbados, St. Lucia, Jamaica, Trinidad and Tobago, St. Vincent, Liberia, Israel, Singapore, Malaysia and Indonesia.

These agreements will facilitate the operation of the federal Foreign Investment Insurance Program, established with the enactment of the Export Development Act in 1969, the purpose of which is to promote investment in other countries by Canadian nationals, whether individuals or corporations.

IMCO group meets in Ottawa

A group of maritime search-and-rescue experts from the Inter-governmental Maritime Consultative Organization (IMCO) moved closer towards the drawing up of an international convention at the conclusion of a five-day meeting in Ottawa last month, after reviewing preparatory work for an international conference to be held in London in 1978.

Representatives from several countries, specialized agencies and international bodies reviewed draft articles and annexes of a proposed convention on maritime search and rescue.

At a previous meeting in 1969, the same working group produced a guidance manual for ship masters on how to render assistance or what action to take if they themselves needed assistance. The manual is already in use in ships of many nations and an amendment procedure for the manual was developed at the July meeting.

Canada, an active member of IMCO, was one of its first members. Since the

inception of this specialized United Nations agency, Canada has been a member of the Council and of the maritime-safety committee. Representatives from Argentina, Australia, Britain, Canada, France, the Federal Republic of Germany, Greece, the Netherlands, Norway, Sweden, the U.S.S.R., and the U.S.A were present at the Ottawa meeting.

Visit of PM Tanaka of Japan

Prime Minister Trudeau has announced that the Japanese Prime Minister, Kakuei Tanaka, will visit Canada at the invitation of the Canadian Government. Mr. Tanaka, scheduled to arrive in Ottawa on September 23, will stay until September 26.

The two Prime Ministers are expected to engage in discussion of matters of mutual interest. Although this is Mr. Tanaka's first visit to Canada as Prime Minister he has been here previously as a minister.

Philately prizes in Switzerland

Philatelists who showed Canadian and British North American exhibits took six of 32 large gold medals, two other gold medals and one vermeil medal at the Internaba 1974 philatelic exhibition held recently in Basel, Switzerland.

The only honour prize for overseas exhibitions given at the international show also went to a Canadian - G.E. Wellburn, of Victoria, British Columbia.

Finally, the exhibit of the Canada Postal Museum won a silver medal from Internaba and another silver medal from the Universal Postal Union. These medals were the highest honours awarded to exhibits for postal museums and postal administrations.

Canada was represented for the first time at an international exhibition by the National Postal Museum which will open on September 27.

Some 60,000 people visited the exhibition and, according to Jim Kraemer, Manager of the Museum, there was a great demand for Canadian stamps.

Canada will be host to a similar exhibition in 1978.

Alberta pays farmers for damaged crops

The Province of Alberta has approved funds amounting to \$33 million providing compensation payments to farmers eligible under the adverse weather-damage compensation program and/or interest payments on guaranteed loans for farmers who were unable to harvest their crops last autumn.

Payments of up to \$28 million will be made under the adverse weather-damage compensation program. Cheques should be in the mail to farmers by the begin-

ning of August. These funds will provide some relief during a period when farmers are experiencing difficulties of low livestock returns and escalating input costs.

Fourteen thousand applications have been received for the adverse weather-damage compensation program. The \$28 million will be compensation to farmers suffering losses in cereal, oil-seed and forage seed crops that were damaged by snow, floods and mice in 1973. The maximum acreage on which compensation is to be paid is 200 acres and the maximum compensation for each farm is \$5,000. Applications for the program closed July 2.

The remuneration of an MP

Canadian members of parliament and senators, receive \$18,000 a year plus travelling expenses between their place of residence or constituency and Ottawa.

In addition to this indemnity as an MP, the Prime Minister is paid \$25,000 a year and a cabinet minister and the Leader of Opposition in the House of Commons \$15,000 a year. Additional annual allowances of \$4,000 are provided to each leader of a party having a recognized membership in the House of at least 12 members, and to the Chief Government Whip and the Chief Opposition Whip. Parliamentary secretaries to the various ministers receive an annual allowance of \$4,000.

There are several considerations as to the proper size of the indemnity paid to a member of parliament. It must not be so low that desirable candidates will refuse to run because they cannot make ends meet, and in this connection, it must be kept in mind that an MP usually has to maintain two residences - one in Ottawa and one in the constituency. Nor should it be so low that in order to maintain his or her position the member is compelled to secure an additional income derived either from private resources, or from outside interests or organizations, or from other activities which may seriously interfere with work as an MP.

On the other hand, the indemnity must not be so high that it raises suspicion in the minds of electors that members are raising their own salaries unduly.

The members of the first Assembly

in Canada in 1758 were paid nothing; and those of the first Dominion Parliament received \$600. The amount has since been raised on several occasions, and in 1954 it was set at \$10,000 a year, \$2,000 of which represented a tax-exempt expense allowance. Before 1954, the remuneration was based on the session, and might, therefore, be paid twice in one year. But increased pressure of work, the longer period in Ottawa, the greater need for two sessions, and the growing impossibility of the members finding time for other employment, were thought to be sufficient to warrant an increased annual remuneration.

University research in transportation

During the next three years \$1.7 million will be available for the development of studies on transportation at Canadian universities. The beneficiaries will include the Universities of British Columbia, Manitoba and Montreal, as well as the Universities of Toronto and York, which have a joint program. The purpose of this program, now entering a second three-year phase, is to improve the availability of well-trained people for the Canadian transportation industry and to encourage research into transportation problems at universities.

Canada's forestry industry

(Continued from P. 2)

Plants may be killed outright by air pollution, but most do not die until they have suffered injury for some years. Evergreens are, in general, more sensitive than deciduous trees, and important species like white pine are highly susceptible.

In Canada, some 6.5 million tons of sulphur dioxide are emitted annually in three main areas, and some 60 per cent of the affected area is forested land.

Collaboration between federal and provincial governments, the industry and the universities in such matters as forest-management practices and ecological research is increasing. And, says the Canadian Forestry Service, the impetus for this collaboration must come from an informed and concerned public.

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