



Bulletin

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BYWAYS AND SPECIAL PLACES

Prime Minister Pierre Trudeau and Minister of Indian Affairs and Northern Development Jean Chrétien recently announced new directions for the Federal Government's national parks system in a long-range program to be called "Byways and Special Places", the principal elements of which include:

Historic waterways – Rivers and lakes on which Indians and early explorers crossed Canada will be surveyed, mapped and interpreted.

Historic land trails – Trails across the prairies or the mountains will be reopened for hiking, riding or cycling.

Scenic land routes – Out-of-the-way roads will be rehabilitated, and low-speed parkways will be constructed along carefully-designed scenic routes.

Canal systems – Eight historic and recreational canals in Eastern Canada are being integrated into the parks program.

National marine parks – Along Canada's three

ocean coasts and inland waters are excellent possibilities for underwater parks.

National landmarks – Small but unique wonders of nature will be protected as miniature national parks.

Wild rivers – Exciting linear parks can be created along other untamed rivers, as was done along the Nahanni.

Mr. Chrétien explained the program as follows:

"...These 'byways' were Canada's only routes for centuries. Along the coasts, inland by lakes and rivers, across the prairies and mountains, west to the Pacific and north to the Arctic, wherever and however man travelled, he left a network of land and water routes which time and technology have passed by: early Indian trails; explorer and fur-trade routes; paths taken by settlers. It is these earlier routes that we propose to preserve and recreate as Canada's byways.

"Today more and more Canadians are seeking to escape the noise, the congestion and the tension of city life. Even in leaving our cities we find our parks crowded, and much of our countryside closed to public access.

"The byways will reopen large parts of Canada for travel by boat or canoe, by bicycle or horseback, on foot or snowshoes, or along slow-speed, meandering parkways which lie lightly on the land.

"Byways are leisure routes for families, for individuals, for young and old alike. They provide new pathways for travellers who otherwise are denied the pleasures of nature and history.

"The countryside surrounding many cities is already accessible through the development of super-highways. But what is lacking is an invitation to leave the super-highways and move at a more leisurely pace through attractive and interesting areas. These are the areas where the individual can gain a measure of peace and enjoyment of the natural environment, where one can sense through a personal presence the experiences of the original inhabitants and first explorers of the land.

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SPECIAL PLACES

"Byways offer the opportunity to restore pleasure to travel. Byways will link many of our 'special places'. We also plan to create new types of special places. Wild rivers, still flowing free, will form narrow wilderness parks. There are a number of exciting possibilities for underwater marine parks. Small but unique wonders of nature will be protected as national landmarks. There are many such features of the landscape in Canada which ought to be protected in the same way as our national parks.

GOAL OF 60 NATIONAL PARKS

"The new program does not imply a change in the administration or purposes of the 29 existing national parks. Their special objective will continue to be preservation and interpretation of large areas enclosing the most dramatic works of nature. To protect them against their own popularity, the Government intends to stipulate the maximum areas for intensive use within each park, and to reinforce by legislation the zoning system which is now a matter of policy rather than law. We will continue to press towards our goal of having 60 national parks by the year 2000. We have had excellent co-operation from provincial and territorial governments in the establishment of new national and historic parks, and we are confident that this new program will win their support which is essential to its success.

"'Byways and Special Places' is an offer to work with all Canadians, private citizens, conservation associations, youth groups, and communities, not only to preserve what remains of our natural and historic heritage, but also to restore some of what we have lost.

* * * *

Canadians know too little of Canada. This program will bring them to seldom-seen places, and in doing so will contribute to the economic well-being of areas which need it most. Local businesses, such as hotels, motels, inns and restaurants will see increased trade. Museums, interpretation centres, parks and historic sites will attract new visitors. There will be new local employment opportunities, new community projects and programs. There will be a fresh community spirit.

There are possibilities for this program all over Canada which will bring it within reach of every city, town and village. It will link national and provincial parks; it will bring Canadians together and strengthen national unity...."

TRAINING FOR THE FUTURE

School's in, and students and trainees from about 60 developing countries have started their 1972-73 programs. At universities and other educational institutions across Canada they will receive training related to specific Canadian-assisted de-

velopment projects in their own countries, or will take specialized courses not available at home. Since the early 1950s, when Canadian training awards were first offered to the governments of developing countries, more than 14,000 students and trainees have come to study in Canada.

Two trends have emerged as new facilities have been developed overseas in recent years: the growth of "third country training" arrangements, with Canadian International Development Agency financing a student's training in a developing country in the same part of the world; and greater specialization among those who come to Canada. Last year, 1,756 students and trainees were in Canada under CIDA auspices, and about 600 new people arrived during August and September 1972, replacing those who completed their studies and returned home in June.

New arrivals, facing difficult adjustments, are not just dropped into Canadian life - under agreements with CIDA, various organizations and individuals lend a hand. Staff from the Canadian Bureau for International Education are at reception centres during the peak period at Vancouver, Toronto, and Montreal, the major airports of entry. To help buffer North American "culture shock" many students come to Ottawa for briefing sessions, and are greeted at the airport by the YM-YMCA. Those studying at eight universities - New Brunswick, Laval, Montreal, McGill, Toronto, Manitoba, Alberta and British Columbia - are counselled and assisted by coordinators on the spot - knowledgeable people in the university community who prevent or minimize many problems for the newcomers.

NATIONAL PORTS COUNCIL

The first meeting of the newly-established National Ports Council was held recently in Ottawa.

The Council, composed of members of the National Harbours Board, the chairmen of each of the ten local port authorities and the various harbour commissions and representatives of provincial governments, as well as several Federal Government officials, was established to advise the Minister of Transport on matters relating to port and harbour economies and structures, and to consider improvements to the existing system of ports. Dr. Pierre Camu, Administrator of the Ministry of Transport's Marine Administration, is the chairman.

At the three-day session, attended by about 35 members and officials, a review was conducted of the administration, operation and structure of port organization in Canada and their compatibility with ports abroad. A steering committee of seven members was formed to consider and advise on the course and direction of the Council and to propose specific matters for examination. Considerable analysis and research will be carried out prior to the next meeting scheduled for next March.

IJC AIR-POLLUTION REPORT DETROIT-ST. CLAIR AREAS

The Secretary of State for External Affairs, Mr. Mitchell Sharp, and the Minister of the Environment Mr. Jack Davis, announced on October 12 that a report on transboundary air pollution in the Detroit-Windsor and Sarnia-Port Huron areas had been presented by the International Joint Commission to the Governments of Canada and the United States.

The report is the product of extensive investigations carried out by the Commission over the past six years. The inquiry involved a meteorological study of the two areas, measurement of the contamination of air masses crossing the international boundary, identification and quantification of the sources of transboundary air pollution and determination of the resulting adverse effects.

The Commission found that there is transboundary pollution in both areas. In the Detroit-Windsor area, roughly 90 per cent of particulates (small pieces of solid matter, like dust) and 94 per cent of sulphur oxides originated in the U.S.

In the Sarnia-Port Huron area about 52 per cent of the particulates and 27 per cent of sulphur oxides originated in Canada.

The malodours experienced in Port Huron and Marine City, Michigan, were owing to transboundary movement from the Canadian side. The principal sources of the major pollutants, particulates and sulphur oxides in the Detroit River areas were the steam-electric power plant and metallurgical industries in Wayne County, Michigan. The principal sources of these air contaminants in the St. Clair River area were the steam-electric power plants in Michigan and the oil refineries and chemical industries near Sarnia.

COMMISSION RECOMMENDATIONS

The Commission has submitted a comprehensive plan of action for correcting this serious situation. It recommends first, that the federal, provincial and state authorities adopt the general and specific air-quality objectives proposed by the Commission; secondly, that the Governments of Canada and the United States, with appropriate participation by the Province of Ontario, the State of Michigan and Wayne County, "enter into an agreement on schedules for the implementation, at the earliest practicable date, of preventive and remedial measures to achieve the

said air-quality objectives and a uniform method for assessing air quality"; third, that the governments concerned enter into agreement on co-ordinated procedures under which the regulatory agencies in both countries will respond quickly to adverse atmospheric conditions when these arise; fourth, that the two governments, in concert with provincial and state agencies and industry, expand their air-quality research programs; and finally, that the Commission itself be assigned a new role of surveillance and monitoring the programs and making further recommendations. In this connection, the Commission has proposed the establishment of a permanent international advisory board, and citizens advisory groups, to assist it in carrying out its duties.

SITUATION SERIOUS

The Canadian authorities agree that the IJC has made a sound analysis of the problems of transboundary pollution in these areas, and has confirmed that a serious situation exists. The Canadian Government views with concern the situation described by the Commission and considers that the recommendations, if implemented by the responsible authorities on a co-operative basis, should result in a more rapid improvement in air quality in these areas, and protect air quality in the future. Canada is ready to play its full part in the kind of measures recommended by the Commission. The provisions of Canada's Clean Air Act of 1971, would provide the necessary basis for participation in the kind of international agreement recommended by the Commission.

Canadian Government officials are consulting the responsible authorities in the United States, with a view to discussing the implementation of the co-operative measures recommended by the IJC. The first meeting for this purpose will take place in Washington later this month.

Recognizing that the implementation of the Commission's recommendations could not be achieved without the full co-operation of the Government of Ontario, federal officers are consulting closely with provincial authorities. Ontario officials will probably join with federal officials in future discussions with the United States Government, as they did in the negotiations leading to the conclusion of the Great Lakes Water Quality Agreement signed last April.

CANADIAN-MADE FOREIGN COINS

The Royal Canadian Mint has contracted with the Central Bank of Venezuela to provide 100 million coins, the first complete major contract for circulating coinage ever carried out by the Royal Canadian Mint for a foreign country. The value of the contract is approximately \$1 million in Canadian funds.

The Mint will be producing 40 million 5-centimo

pieces and 60 million 10-centimo pieces, out of cupro-nickel (75 percent copper, 25 percent nickel) metal.

The Mint also has a number of foreign contracts for numismatic coinage from Jamaica, the Cayman Islands, the Bahamas, the Isle of Man, Iran and Bermuda and has recently completed a large two-year contract with Brazil for the supply of cupro-nickel coinage blanks. In addition, the Mint is negotiating an exceptionally large order in the Far East.

SATELLITE COMMUNICATIONS PROJECTS

An independent committee has been named to help choose experimental projects for use with Canada's Communications Technology Satellite (CTS), Minister of Communications Robert Stanbury announced recently.

The high-powered satellite, to be launched in 1975, is designed to test the technology and use of future generations of satellite communications systems. Groups, associations, provincial governments and individuals are invited to submit proposals to the Department of Communications for possible experiments in communications to be carried out during the expected two-year life of CTS.

Dr. Henry E. Duckworth, President of the Royal Society of Canada, has been appointed chairman of the committee that will evaluate the proposals. Other members are Dr. S.D. Clark of the Department of Sociology, University of Toronto, and Mr. Léopold Lamontagne, Executive Director, Service for Admission to College and University, Ottawa.

The committee will review the proposals for experimental projects and help choose the most advantageous among them, taking into account their content and relevance to the development of future satellite communications services.

Although many of the experiments will be designed to increase technical knowledge, the satellite also offers the opportunity to assess the possible social impact of this advanced technology.

POSSIBLE USES

Examples of possible experimental uses are: television broadcasts to community receiving terminals (including interactive educational television); television transmission from a remote portable terminal

to a central receiver for network re-transmission; FM sound broadcast to small receiver terminals; two-way voice telephone using small, portable terminals; digital data transmission; distribution of wideband information.

The Communications Technology Satellite is being built by the Communications Research Centre, with Canadian industry supplying the sub-systems and the U.S. National Aeronautics and Space Administration providing some of the advanced components and the launch vehicle. The project, entirely experimental, is designed to answer questions about satellite communications systems that could eventually lead to a future operational service.

MEDICAL SCREENING IN UGANDA

Four more Canadian Armed Forces medical technicians are in Kampala, Uganda, to assist in the medical screening of Uganda Asians on their way to Canada.

The additional personnel are needed because the number of persons processed each day has risen to about 300 as the November 7 deadline for evacuation draws nearer.

One medical assistant and three laboratory technicians have joined eight other Armed Forces personnel, along with six doctors from the Department of National Health and Welfare, in the screening that continues almost 24 hours a day.

Medical technicians have taken X-rays and conducted assorted laboratory tests on more than 4,000 persons so far.

Canada is the only nation with a medical-screening team in Uganda. They are expected to return to Canada on November 7.

CHRISTMAS STAMPS

For the ninth year in succession Canada's Post Office is issuing special Christmas stamps. The four 1972 issues - 6-cent, 8-cent, 10-cent and 15-cent - went on sale on November 1.



STOL AIRCRAFT PUSH

DeHavilland Aircraft of Canada Ltd will begin work immediately on two prototypes of the company's DHC-7 "Quiet STOL Airliner", according to Mr. Jean-Luc Pepin, Minister of Industry, Trade and Commerce.

The DHC-7 is a 48-passenger short take-off and landing (STOL) aircraft, designed to make short-haul trips between cities and to operate quietly by means of four PT6A-50 engines from airports located close to urban areas.

"The DHC-7 will, in fact, be the quietest transport airplane ever offered on the market," says deHavilland's President B.B. Bundesman. In addition, the latest technology embodied in the engines will result in pollution-emission characteristics well below any known acceptance limits.

The total development costs for both aircraft and engine programs could reach about \$80 million, which will be shared by deHavilland, the engine-maker, United Aircraft of Canada Ltd, and the Federal Government. Concurrently with the development contract, the Government concluded an option agreement, in force until June 30, 1974, with Hawker Siddeley Limited, the parent company of deHavilland, for the possible acquisition of the Canadian company.

The manufacture of the two pre-production aircraft will be followed by civil certification of the STOL airliner expected by early 1975. The first of the two aircraft should be carrying out test flights within two years. The object of the program is to complete all engineering, design and development work, including flight-testing, giving deHavilland the capability to respond rapidly to market demands and enter into a full production program.

Mr. Pepin stated that the latest market analyses indicated a conservative sales estimate of 150 DHC-7s between 1975 and 1980, with good prospects for sales of 450 to 500. The largest proportion of such sales would come from the export market.

EXPORT POTENTIAL

In addition to filling an urgent need for a quiet, short-haul transportation network in areas with high-traffic density, the DHC-7 should be important also in regional development. As plans for Canada's northern development move ahead, the aircraft could provide efficient air services between communities that cannot be economically served by large jet aircraft requiring heavy expenditures for airport facilities.

Many similar applications should also be found in developing countries, providing Canada with a much-needed position in the increasingly competitive aircraft export market. Such DHC-7 international sales could extend well into the 1980s.

MARKETING PACT WITH U.S.

DeHavilland has entered into an agreement with the Boeing Company of the United States for a joint marketing program for the aircraft. Initial contact with potential airline customers round the world has been completed and the two companies intend to initiate immediately a comprehensive and active marketing program.

The whole project could, it is estimated, lead to about 1,500 jobs for Canadians in the 1973-74 period; over the life of a successful production run 3,000 Canadian workers could be employed for ten years.

RISE IN UNEMPLOYMENT RATE

The seasonally-adjusted unemployment rate in Canada from August to September increased from 6.7 per cent to 7.1 per cent, reports Statistics Canada.

Between August and September, there were declines in both employment and unemployment. In percent terms, the decrease in employment was more than usual, while the decrease in unemployment was less than usual.

The actual size of the labour force dropped from 9,274,000 in August to 8,840,000 in September, a decline that is larger than usual for this time of the year.

The number of employed persons decreased from 8,771,000 in August to 8,381,000 in September. All industries showed declines between these months, with the largest decreases in manufacturing (-85,000) and in services (-84,000). The drop in the service industry was larger than usual.

There were 459,000 unemployed persons in September, compared to 503,000 in August. The

unadjusted unemployment rate, representing the actual number of unemployed as a percent of the labour force, was 5.2 in September, a decrease from 5.4 in the month of August.

Compared to that of a year ago, the labour force was up 218,000 (2.5 per cent); employment was up 193,000 (2.4 per cent); and unemployment had increased by 25,000.

ALMOST ROAST BEAR

An unwanted bruin in Rushing River Provincial Park, Kenora District, Ontario, had a particularly warm reception recently, when he walked up to a dining tent, neatly tore open the back wall and picked up a food-cooler. In backing out of the tent with the cooler clasped in his front paws, he backed into the campfire and sat on the fire-gate. The cooler went flying as the bear jumped into the air high enough to set a record and he charged off into the bush in search of the nearest stream.

THE PERFORMING ARTS IN CANADA

Reprinted below is the first part of a review of the growth of the performing arts in Canada, which was contained in the July/August 1972 issue of the Canadian Imperial Bank of Commerce Commercial Letter. Subsequent issues of the Canadian Weekly Bulletin will carry the remainder of the article, covering such aspects of the arts as folklore, financing, recent and musical developments and education.

Theatre in Canada traces its origins to Acadia and New France. The first dramatic presentation to be offered in what is now Canada was a marine masque, *Le Théâtre de Neptune*. The play, which was a welcome to Samuel de Champlain on his return from one of his expeditions, was performed by Indians and voyageurs, and the performance took place on the shores of the Annapolis River on the Bay of Fundy on November 14, 1606. The first play to be presented in Quebec was a tragedy performed in 1640 to celebrate the birthday of the Dauphin of France. One of the earliest Canadian plays had dialogue in French and also the languages of the Huron and Algonquin peoples, and was staged in Quebec in 1658.

During the eighteenth century, touring companies of English and American professionals began to appear in Canada. The plays performed were those then current in the London repertoire. A three-act comedy written in Halifax in 1774, entitled *Acadius or Love in a Calm*, is considered perhaps the first original work by an English-speaking playwright. By the latter years of the century, dramatic performances by both professional and amateur groups had become fairly frequent. During the nineteenth century, performances in English, both professional and amateur, continued to increase, while dramatic performances in French remained relatively infrequent.

The first real theatre in Montreal, the Theatre Royal, opened in 1825 and there was a theatre of sorts in Toronto before 1830 and gradually theatres came into being in cities and towns where there was adequate support. In some areas these theatres endured for many years, while in others there was a succession of houses or several changes in name and management. In 1862, British Columbia's first theatre was opened. The same year also saw the formation of the Garrick Club in Hamilton, out of which the still active Players Guild was developed. By 1870, soldiers stationed in Winnipeg were staging dramatic performances and French groups had become established in the West, especially in St. Boniface, Manitoba and Edmonton, Alberta.

During the latter years of the nineteenth century, and well into the present century, a system of touring companies, known as the "Road", flourished and brought to Canada many eminent British and United States performers. Due to a number of reasons, the "Road" came to an end between the two world wars.

Competition from the cinema and radio, the increased expense of production and travel, the loss of audience support because of a deterioration in the standard of touring companies, the long-run system in London and New York, the depression and, especially, the growing decline in the number of suitable theatres, all contributed to its eventual disappearance. Control of most of the theatres was acquired by the moving-picture chains thus making them unavailable for legitimate stage productions. Valiant attempts at establishing native repertory companies achieved no permanent success.

In the 1930s, while the professional theatre languished, radio began to provide Canadians with their national theatre and remained the principal vehicle for artistic expression until the advent of television in the early 1950s. A wide spectrum of classical and contemporary plays was presented on radio by the Canadian Broadcasting Corporation during the period and radio became the showcase for Canadian writers and actors, both English-speaking and French-speaking.



Dave Stearns of Lighthouse Point, Florida, and Denver, his inseparable companion knight of the road, were among the more than 10,000 visitors to the information centre at Atomic Energy of Canada's Chalk River Nuclear Laboratories this summer.



AUTUMN IN LABRADOR

Autumn in Churchill Falls, Newfoundland, has sometimes been described as a season of unpredictable skiing. While there is a grain of truth in this disgruntled observation, autumn in central Labrador has more beguiling characteristics.

As the temperature cools, the weather becomes more unsettled. Fog and misty rain become frequent, and it is only with the arrival of the frigid temperatures of winter that the people of Labrador begin to enjoy day after day of brilliant sunny skies.

Even as early as this, a scum of ice is seen on puddles and ditch-water every morning. It won't be long before one will be able to walk on that surface.

Blueberries and bakeapple berries, which reached their peak about Labour Day, are now threatened by frost. Black bears, fat and shiny, are topping off with their pre-hibernation feast these berries before starting to look for a mossy hollow in which to spend the winter.

Leaves of the few deciduous trees such as birch and mountain ash are turning brown, while the black spruce are turning the darker green that produces

striped patterns in the bush.

Caribou are moving south through the project area, but they "spook" easily and are difficult to spot.

Geese and ducks are flocking here before heading further south in their straggling V formations. The Canada goose, one of nature's more intelligent creatures, often permits itself to be seen, but not too closely.

Young spruce partridge, fearing nothing – and apparently knowing nothing – shuffle along construction roads. Perhaps because of this, a larger-than-usual number of young foxes have also been seen this fall.

Ptarmigan, difficult to spot in summer in their reddish-brown plumage, will soon be pure white again, and just as difficult to see nestled in the snow drifts.

The animal to watch, though, is man. Signs of autumn for that species are pink nose and white finger tips and a slight squirm while walking, suggesting an inner plumage of long underwear.

CANADIAN RECEIVES U.S. AWARD

Doctor Ross A. Chapman, special adviser to the Deputy Minister, (Health) in the federal health and welfare department, has been given the Underwood Prescott Memorial Award by the Massachusetts Institute of Management.

Dr. Chapman, former Assistant Deputy Minister of the old Food and Drug Directorate – now called the Health Protection Branch – has been prominently identified with the development of international standards for foods and food additives.

Dr. Chapman was chosen for this tenth annual award by a Massachusetts Institute of Technology faculty committee of the Department of Nutrition and Food Sciences, which stated that it was given to him: "in recognition of his contributions to the field of food science and technology in laying a sound foundation for the development and establishment of regulatory procedures for the food and drug industries based on a logical approach, sound judgment, creative thinking, and food science". His research in food chemistry, and his administrative ability, they said, had "led to international recognition".

FOOTBALL AND HOCKEY NEWS

The following are Canadian Football League, National Hockey League and World Hockey Association tables as at October 29:

CANADIAN FOOTBALL LEAGUE

Results
October 28

Ottawa, 21; Toronto, 16.
Calgary, 28; B.C., 3.

Eastern Conference

	G	W	L	T	F	A	P
Hamilton	13	10	5	0	394	289	20
Ottawa	13	10	3	0	287	221	20
Montreal	14	4	10	0	246	353	8
Toronto	13	3	10	0	238	272	6

Western Conference

	G	W	L	T	F	A	P
Winnipeg	15	10	5	0	394	289	20
Edmonton	15	9	6	0	352	354	18
Saskatchewan	15	8	7	0	316	257	16
Calgary	15	6	9	0	317	366	12
B.C.	15	4	11	0	228	366	8

October 29

Saskatchewan, 29; Montreal, 3.

NATIONAL HOCKEY LEAGUE

October 28

Buffalo, 3; Montreal, 3.
Boston, 3; Toronto, 2.
Chicago, 4; NY Islanders, 4.
St. Louis, 8; Detroit, 3.
Atlanta, 2; Vancouver, 1.
Philadelphia, 2; Minnesota, 1.
Los Angeles, 5; Pittsburgh, 2.

Eastern Division

	G	W	L	T	F	A	P
Montreal	11	7	0	4	40	18	18
Buffalo	10	6	0	4	37	18	16
Rangers	10	6	3	1	39	26	13
Detroit	9	6	3	0	36	23	12
Boston	11	5	5	1	46	41	11
Vancouver	10	3	6	1	27	41	7
Toronto	10	3	6	1	26	35	7
NY Islanders	8	1	6	1	18	36	3

Western Division

	G	W	L	T	F	A	P
Chicago	11	6	4	1	36	33	13
Pittsburgh	10	5	5	0	37	33	10
Los Angeles	10	5	6	0	36	38	10
Philadelphia	10	4	4	2	28	33	10
Minnesota	10	4	5	1	26	25	9
Atlanta	11	4	6	1	20	37	9
St. Louis	9	2	4	3	25	31	7
California	9	2	6	1	24	33	5

October 29

Montreal, 2; Detroit, 1.
Philadelphia, 5; Toronto, 2.
NY Rangers, 7; Chicago, 1.
Boston, 9; NY Islanders, 1.
Buffalo, 2; Minnesota, 1.

WORLD HOCKEY ASSOCIATION

October 28

Ottawa, 5; Philadelphia, 3.
Los Angeles, 4; New York, 3.
Alberta, 4; New England, 1.

Eastern Division

	G	W	L	T	F	A	P
Cleveland	10	7	2	1	40	23	15
Quebec	8	5	2	1	3	21	11
Ottawa	9	5	4	0	45	44	10
New England	9	5	4	0	34	29	10
New York	10	5	5	0	45	38	10
Philadelphia	9	1	8	0	22	45	2

Western Division

	G	W	L	T	F	A	P
Winnipeg	9	6	2	1	35	27	13
Alberta	10	5	4	1	3	35	11
Los Angeles	8	4	4	0	31	27	8
Houston	9	4	5	0	28	30	8
Minnesota	8	2	5	1	19	31	5
Chicago	7	1	5	1	16	25	3

October 29

New York, 7; Alberta, 2.
Winnipeg, 5; Houston, 3.
Cleveland, 2; Quebec, 2.