

Canada Weekly

Volume 2, No. 30

July 24, 1974



Ottawa, Canada.

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Canada's new international airport – an aviation milestone

In the spring of 1975, another air terminal will begin operations in the Montreal area – the new Mirabel International Airport. This immense project, on which \$400 million will have been spent by the end of this year, is located 34 miles (54.7 km) west-northwest of downtown Montreal and 32 miles (51.5 km) northwest of the present Dorval International Airport. It will initially handle only international traffic but gradually it will acquire all of the Dorval traffic except for flights within Quebec, Ontario and the Maritimes. This shift of traffic away from Dorval and into Mirabel will assure that operations at the older airport are maintained at their optimum level of six million passengers annually, a rate which was first surpassed in 1972. In fact, this year, 8.1 million passengers are expected to move through Dorval.

Mirabel has been designed as a "Third Generation" airport – the first of its kind in Canada. The total complex covers 88,000 acres (35,612 hectares) representing the largest airport area in the world. While only one-sixteenth of this land mass – some 5,200 acres (2,105 hectares) – will be utilized for airport facilities in the initial phase, the final phase – by the year 2025 – will see this increased to a 17,000-acre area (6,883 hectares). The distinctive feature of the airport will be the complete control exercised over the entire area surrounding the functional section. This not only will ensure protection from urban encroachment, it will also provide airport planners with the necessary power to control the development of the Mirabel area, which is about two-thirds the size of Montreal Island or about one-tenth the land area of Prince Edward Island. The peripheral area of 71,000 acres falls under strict zoning regulations which permit only those activities compatible with airport development. In some cases, the original agricultural pursuits will be maintained – although farmers will now only lease their land – but control will be

exercised, for instance, over the growing of certain crops. The constant hazard of birds at airports will be reduced through the draining of marshes, and the forbidding of the cultivation of those crops, such as corn and oats, which tend to attract birds.

First phase

Phase One of the Mirabel development will span the years 1975-1979. This initial phase will include the use of two runways and one passenger terminal, capable of accommodating about 300,000 aircraft movements a year and 3.7 million passengers. The aircraft will be parked away from the terminal building and passengers will be conveyed between the building and the aircraft by passenger-transfer vehicles which will accommodate as many as 150 passengers and travel at speeds up to 15 miles an hour (24.1 km).

By the final completion date, in 2025, the airport will have six runways, grouped as three sets of parallel pairs with two pairs extending northeast-southwest, and one pair in the cross-wind direction, as well as the full complement of airport facilities necessary to handle an expected annual passenger turnover of 50 million.

Airport-city link

An important aspect of the Mirabel project will be the surface transportation link between the airport and the two major metropolitan centres of Montreal and Ottawa. For the initial phase, a series of new and connecting autoroutes are expected to be sufficient. However, it is proposed that these will be supplemented by the early 1980s by a high-speed electric mass-transit system (TRRAMM), which will link downtown Montreal with Mirabel using the existing right-of-way provided by the rail track structure through the utilization of rail cars capable of reaching speeds of up to 161 km an hour. This project is estimated to cost about \$438 million in 1973 dollar terms. The proposed rail line would be inte-

grated with the present Montreal transportation system and have 16 stations – most of which would be equipped with parking lots and connecting bus lines. If the TRRAMM system is approved, it would be in operation by 1981, and could handle more than 100,000 passengers each day.

Apart from passenger accommodation, cargo facilities will be a major aspect of Mirabel's operations. At present, Montreal ranks sixth among North American cities in volume of outgoing cargo, with an annual growth-rate close to 25 per cent, but this is expected to increase much faster once Mirabel is in full operation. A freight apron, covering 350,000 square feet, will accommodate up to four airplanes in Phase One. By the 1980s this will have been expanded to include two cargo terminals and a separate runway.

Loading the mail at Dorval Airport, Montreal – 1944.



(Article from the Bank of Montreal's "Business Review", May 1974.)

Some important dates and events in the history of Canadian aviation

February 23, 1909 – First "heavier-than-air" craft flight in the British Empire at Baddeck, Cape Breton Island. (The plane, called the *Silver Dart* was of an "advanced" design piloted by John McCurdy.)

June 24, 1918 – First experimental air-mail delivery in Canada between Montreal and Toronto.

September 5, 1918 – Canada established a national military air service – the Royal Canadian Naval Air Service – as a distinct force from the Royal Air Force.

June 6, 1919 – Aeronautics Act received Royal Assent establishing government-appointed air board entrusted with the regulation of civil aviation in Canada.

July 5, 1919 – First jump from an airplane by a Canadian Frank Ellis, with a "backpack", at Crystal Beach, Ontario.

During 1919 – First regular use of airplanes for fire patrol and map-making in the St. Maurice Valley. The group involved, which later (1922) became Laurentide Air Services, gradually extended its operations into Ontario, and included the first regular passenger and freight service in Canada.

August 7, 1919 – First flight across the Canadian Rocky Mountains.

October 7-17, 1920 – First experi-

mental transcontinental mail-carrying flight from Halifax to Vancouver. Actual flying time was 45 hours.

October 15, 1920 – First commercial air trip into the Canadian North: from Winnipeg to Le Pas, Manitoba.

April 1, 1924 – Royal Canadian Air Force established. Initially, most of its work consisted of flying for the Department of the Interior on forestry and water-power development missions, as well as patrol work for the Department of Marine and Fisheries.

June 6, 1927 – W.R. Turnbull, pioneer Canadian aero-engineer, witnessed successful flight test of his controllable-pitch propeller at Camp Borden, Ontario.

September 9, 1927 – Government officially inaugurates air-mail deliveries on a regular basis.

June 27, 1930 – Canadian Airways incorporated to operate a coast-to-coast service with almost a complete monopoly over the air-transport business in Canada.

April 10, 1937 – Trans-Canada Air Lines (renamed Air Canada in 1964) established as a fully independent Crown Corporation, with all shares owned by the Canadian National Railways.

July 5, 1939 – Transatlantic air-mail service inaugurated between Foynes Eire and Botwood, Newfoundland, by flying boat.

June, 1940 – British Commonwealth Air Training Plan established in Canada. Over 130,000 Commonwealth airmen trained in all aspects of flying.

January 31, 1942 – Canadian Pacific Air Lines founded (renamed CP Air in 1969). This represented a merger of ten private aviation firms – including Canadian Airways – with the original CP company.

April 15, 1947 – Trans Canada Airlines began first regularly-scheduled commercial overseas flights, flying *North Star* aircraft between Montreal and Prestwick.

September 29, 1962 – Launching of first Canadian satellite *Alouette*, designed to relay information about the nature of the ionosphere.

October 20, 1966 – The growing importance of regional carriers led to "Statement of Principles for Regional Air Carriers", widening the Air Transport Board's regulatory responsibility to cover companies such as Pacific Western, Transair, Nordair, Quebecair, and Eastern Provincial Airlines.

March 27, 1969 – Department of Transport announced plans for construction of a "Third Generation" airport at Ste. Scholastique, near Montreal.

July 24, 1974 – Airtransit inaugurated first STOL service between Montreal and Ottawa city centres.



Included in the items on display at the exhibition "Crafts from Arctic Canada", at the Toronto-Dominion Centre Observation Gallery from June 19 to August 15 are (above) a coat and cape



trimmed with Arctic fox, made in Spence Bay, Northwest Territories, (above) an "attigi", a reverse caribou parka worn beneath a second caribou parka, from Baker Lake, NWT,



and (above) a wolfskin parka made at Aklavik, NWT. The exhibit is sponsored by the Canadian Eskimo Arts Council, advisers to the Northern Affairs Department.

First major exhibition of Canadian Arctic crafts

The Canadian Eskimo Arts Council, an adviser to the Minister of Indian and Northern Affairs, is sponsoring the first major exhibition of Canadian Arctic crafts ever assembled.

The exhibit opened at the Toronto-Dominion Centre Observation Gallery, Toronto on June 19 and will close on August 15.

The exhibition, entitled "Crafts from Arctic Canada", includes clothing, wall-hangings, jewellery and artifacts in both traditional and contemporary styles.

"Canadian Arctic crafts rival the finest in the world in quality and design," declared Northern Affairs Minister Jean Chrétien. The 300 items in the new collection were chosen by competition, the Minister said, "to present much of the best material produced in northern Canada since 1970".

The exhibit features work by craftspeople including Inuit and Indian from the Northwest Territories and Quebec.

The object of the exhibit is to stimulate northern craftspeople, and to acquaint southern consumers with the excellence of northern handiwork.

Photos by John Evans

Canada signs convention for the protection of endangered animals and plants

Canada has signed the Convention on International Trade in Endangered Species of Wild Fauna and Flora.

The agreement was described by the Environment Minister as "a giant step forward in our efforts to protect endangered plants and animals from the depredations of illicit trade".

The document was signed in Berne, Switzerland, by the Canadian Ambassador, J.J.M. Côté, following recent Cabinet approval of a program to implement the convention in Canada.

The convention establishes a system of import and export controls to be administered by the signatory nations. In Canada permits will be issued by the Department of Industry, Trade and Commerce on advice from a management authority to be established within the Department of the Environment. A scientific authority, composed of technical representatives from the federal, provincial and territorial governments will advise on the status of all endangered animals and plants in Canada.

UN recommendation

The idea for the convention originated with the International Union for

the Conservation of Nature which produced the first draft more than ten years ago. Its efforts led to the adoption of a recommendation at the 1972 United Nations Conference on the Human Environment that called for a conference to adopt an international trade agreement for endangered species.

Convened in Washington in February 1973, it was attended by representatives from 80 nations. So far, 43 nations have signed the convention, but it will not go into effect until at least ten nations have taken the further step of ratifying the agreement. Before this can occur, each nation will have to prepare its own list of indigenous species which it wants to regulate through international trade control. Ratification of the convention is expected to take place in 1975.

Lists of species

A species may be listed in one of three convention appendices, depending on the degree to which it is considered endangered. Appendix I includes species near the brink of extinction. Trade in these will be permitted only under exceptional circum-

stances and will require both an export permit from the originating country and an import permit from the receiving country. Thus, for example, it will become very difficult for someone to trade in illegally obtained peregrine falcons. (These endangered birds command high prices on the "black market" because of the demand from some wealthy falconers.)

Animals and plants listed in Appendix II are considered as threatened and unless special care is exercised could become endangered. Species described in Appendix II may only be imported if they are covered by export permits from the originating state.

Species in Appendix III may not be endangered on a world-wide scale, but are considered rare or subject to control within a participating state.

Trade in automotive products

Imports of automotive products from the United States totalled \$1,473 million in the first quarter of 1974, up 10.5 per cent from \$1,332 million for the same period of 1973. As exports decreased 4 per cent to \$1,330 million from \$1,388 million, the trade balance changed to a deficit of \$143 million from a surplus of \$56 million in the first quarter of 1973. It was, however, lower than the \$180-million deficit experienced in the fourth quarter for 1973.

Lower exports of automotive products were due to a 20 per cent fall in parts shipments in reflection of the sharp cutback in vehicle production in the U.S. But exports of cars and trucks were higher than they were in the first quarter of 1973 by 6.5 per cent and 11 per cent, respectively. Vehicle imports from the U.S. also increased. Imports of passenger automobiles rose 12.5 per cent to \$350 million. Truck imports jumped 38 per cent to \$207 million. Importation of parts increased more moderately to \$881 million.

Both exports and imports of automotive and related products declined \$23 million in Canada's trade with overseas countries, with the deficit remaining unchanged at \$117 million. Most notably, imports of passenger automobiles fell 24 per cent to \$78 million.

As a result of the foregoing shifts in the source of imports, the U.S. share of Canadian imports gained nearly 10 percentage points to 75.3 per cent in the

first three months of 1974. The shares of Japan, West Germany and Britain contracted to 15.7 per cent, 5.1 per cent and 1.4 per cent respectively. The unit value of U.S. cars rose only 1 per cent but unit values of cars from Japan increased 12 per cent and those from West Germany 20.5 per cent from the first quarter of 1973 to the first quarter of 1974.

Overseas students at St. Francis X.

Thirty-nine students from 19 countries are currently enrolled in the leadership and development training program of St. Francis Xavier University's Coady International Institute, Antigonish, Nova Scotia.

The six-month program began in May and will run to December. The group of students from Africa, Asia, Latin America, Canada, and the United States is the third to be on the Institute's May-to-December schedule. Before 1972, Coady students were on the St. F.X. Campus during the regular academic year from September to May.

The group attending the 1974 program will bring the total of Coady graduates since the Institute began in 1959 to 1,704 students.

Besides the regular program, there are two other courses being offered by the Institute. A seven-week summer program in social development began in June, and a nine-week Latin American course starts in August.

Agricultural education stamp

An eight-cent stamp issued on July 12, embodies a graphic design depicting Canada's contribution to



agriculture through the country's educational facilities, scientific research and fertile land.

Although the northern geographical environment makes practising agriculture difficult, Canada's achievements in this field have been successful and they enable the country to meet domestic requirements as well as feed millions throughout the world. Agricultural sciences have been largely responsible for Canada's vital agricultural industry.

Canadian scientists have devised sophisticated grading systems and better storing and processing techniques that have permitted greater self-sufficiency in fruit and vegetable production. Canada is in the forefront of the application of remote sensing by satellite to monitor crop conditions. There has also been a great concern for animals.

Most of the crops used in Canada have been developed at national research institutions and varieties are bred for climatic adaptation, high yields, improved quality and resistance to disease.

The scientific approaches which produced these results are now being applied to the managerial, sociological and engineering problems of the farmer.

New legislation should eliminate short-changing

Herb Gray, Minister of Consumer and Corporate Affairs, announced this month that the new Weights and Measures Act together with its basic regulations had been proclaimed by the Government to be in force on August 1, 1974.

This new act and regulations, which updates existing legislation on weights and measures, is a federal responsibility. During the past year, inspectors of the Department of Consumer and Corporate Affairs checked the accuracy of some 250,000 weighing and measuring devices in over 100,000 stores, factories, service stations and other business establishments.

Among the devices checked are scales, ranging from those used in grocery stores to those used for weighing motor-trucks and railway cars, and fuel-oil and gasoline meters of all sizes.

The act has four broad aims: It brings

Canada, FAO to develop South China Sea fishery

Canada is to help the United Nation's Food and Agriculture Organization develop the fishing industry of the South China Sea region. Through an agreement signed in May by Canadian International Development Agency President Paul Gérin-Lajoie and FAO Deputy Director-General Roy Jackson, a \$2.8-million four-year Canadian grant will be used to finance trial commercial fishing for open sea species that are still available in quantity (anchovy, sardine, round scad, mackerel, tuna and other schooling surface fish).

The catch will be sold in the markets of countries in the region — the Khmer Republic, Malaysia, the Philippines, Singapore, Thailand, Indonesia and Hong Kong, whose 235 million people are among the world's leading consumers of fish. Catch levels and marketing results will be studied to establish the optimum size and location for potential fishing industries.

The FAO fishery program in the region is designed to help its countries meet their food-fish requirements through more efficient fishing techniques. It involves development and management of open sea and ground fisheries, and expansion of crustacean, mollusc and fish-farming production. Although the region's total catch has been growing by 9.6 per cent, it is still too low to give people enough



calories and proteins. The gap between actual food-fish supply in 1970 and projected need in 1980 is estimated at 2.1 million tons per year — or twice Canada's total production.

The FAO asked Canada to take part because of its industry's competence and versatility in harvesting a wide variety of coastal and offshore resources, using equipment and methods readily adapted to developing countries.

The Fisheries and Marine Service of the Department of Environment has been helping to locate appropriate Canadian resources.

Cross Canada walker gets in shape

After a 100-mile walk that took 20 hours, Chief Warrant Officer Philippe Latulippe, 55, of Canadian Forces Base Toronto says, "Next year its across Canada."

Canadian Forces and Defence and Civil Institute of Environmental Medicine doctors who monitored the endurance test, which was to promote physical fitness, reported that Latulippe was in fine shape and didn't even have sore feet.

CWO Latulippe explains his reason for attempting the marathon as a desire to show everyone that if a 55-year-old man can do it, anyone can.

The medical results may be used in the development of physical training techniques in the Canadian Forces.

CWO Latulippe, on retirement leave from the Canadian Armed Forces, has been a long-distance walker for seven years and has already set a world record by walking 300 miles in just over 77 hours.

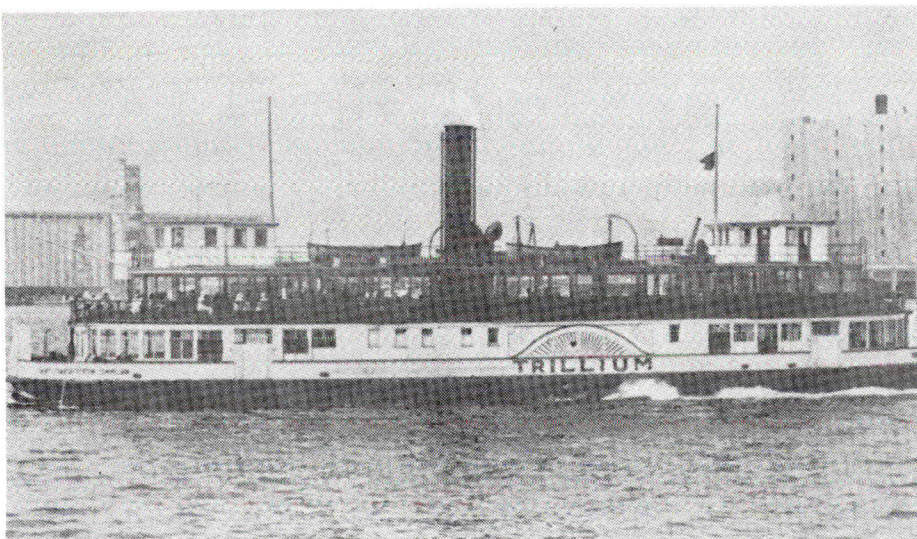
He plans to walk across Canada to promote the 1976 Olympics.

New lease of life for old paddle boat

Meet the *Trillium* (picture (left) taken circa 1932), an old paddlewheeler steamer ferry that served on the short Toronto Islands service from 1910 until an honourable retirement in 1957. Visitors to Toronto should soon see her chubby frame again following a final series of tests on the vessel's structure and stability, aimed at restoring her to service.

Initial tests show that restoration is possible, using the present oak and pine hull, as well as the engine shafting and paddle wheels. The coal-burning furnace will be converted to an oil system, there will be new decks and superstructure. With a capacity of 1,250 passengers, the *Trillium* is expected to be put into service on busy holiday weekends. The wide decks also make her ideal for charter service.

When seaworthy, she will be the last steam-operated paddlewheeler on the Great Lakes, and one of the last on the whole North American continent. And apart from the obvious historical attraction, it would cost at least double the estimated restoration charges to build a new ferry.



Federal/provincial agreement helps Quebec's manpower problems

A two-year agreement to increase the availability and improve the quality of skilled manpower in the Province of Quebec was announced in July by the federal Minister of Manpower and Immigration, Robert Andras, and the Minister of Labour for the Province of Quebec, Jean Cournoyer.

The two Ministers said that the agreement, which replaces the one signed in 1967, would "play a vital part" in ensuring that skilled people were available to meet the demands of Quebec's growing economy.

Industrial growth

The rapid growth of industry in Quebec has necessitated a complete re-evaluation of manpower training and a substantial strengthening of co-operation between the federal and provincial governments in this area. Besides benefiting the economy of the province, the agreement will offer Quebec workers an important opportunity to upgrade their earning power by offering them a more comprehensive range of training assistance.

Adult trainees, for example, who will be referred to colleges, high schools or vocational training centres in the province, will be exposed to a substantially wider range of testing and counselling services to direct them into the best possible areas of training to suit both their own needs and abilities as well as the requirements of the area where they live.

To ensure that effective planning for growing manpower needs can be carried out, the role of the Federal-Provincial Manpower Committee will be enlarged. This joint group of officials, representing both governments, will be given a

stronger voice in setting priorities, not only for training to be provided in provincial institutions, but also for training conducted by employers.

All provinces and the territories have been invited to participate in the Canada Manpower Training Program and to enter into similar agreements.

Sea cadets international exchange

One hundred and five Royal Canadian Sea Cadets will take part in international exchange programs this summer to the United States and Europe, while an equal number from the U.S. and Europe participate in training programs in Canada.

Fifty cadets from the west coast and 25 from the east will travel to training centres in the U.S., where they will join United States Navy ships for up to two weeks at sea.

East coast cadets from the U.S. will train with two sea cadet camps at CFB Cornwallis and CFB Halifax. Those from the west coast of the U.S. will spend up to two weeks aboard a Canadian Forces 70-foot training vessel, mainly in the Juan De Fuca and Georgia Straits between Vancouver Island and the mainland.

Cadets chosen to participate in the European International Exchange Program will have two weeks of adventure training and sightseeing. Thirty Canadians will exchange with cadets from Britain, Belgium, the Netherlands, West Germany and Sweden.

Ten will go to Britain and live with families of cadets who have come to Canada; five will go to Belgium, where they will train on the high-speed patrol craft owned by the Belgium sea cadets. They will travel through inland waterways, the North Sea, and to Holland.

The five cadets on exchange to Holland will go to a Dutch sea cadet camp, and from there to various training exercises.

Another five going to Sweden will stay with cadets their own age, travelling to various bases and sightseeing.

Five cadets going to West Germany will join others of their own age for such activities as mountain climbing, sailing, and sea training.

The 30 cadets coming to Canada from Europe will spend two weeks on tours, seeing Montreal then flying to Comox, British Columbia, for some adventure-

training at sea, travelling to Victoria, B.C., (Esquimalt) for a tour of Canadian Forces ships, then to Vancouver for a day, and another day each in Ottawa, Kingston, Toronto and Niagara Falls.

New legislation...

(Continued from P. 4)

existing legislation up to date by recognizing changes in business practices and advances in technology, such as the increasing use of electronic weighing devices that record and print weight and price on packaged commodities. It will also serve to control in a more effective way certain deceptive practices.

Metric units

It will lay a foundation for conversion to the metric system in Canada by defining all quantities — pounds, gallons or feet — internationally-recognized metric units. Finally, the new act will complement the Consumer Packaging and Labelling Act by dealing with the accuracy of the weights or measurement of products and commodities directly weighed.

Among the new provisions of the act are those dealing with automobile odometers. Tampering with or resetting odometers on vehicles will be a federal offence, even if the tampering is done in one province and the car is sold in another.

Other devices to be controlled include coin-operated vending machines for the dispensing of coffee or soft-drinks, which will now be required to state the quantity of beverage served in each cup.

The sale or rent of a service or facility on the basis of time, such as the use of coin-operated laundromats or dry cleaning devices, parking meters, etc., is also covered by the new legislation.

Canada Weekly is published by the Information Division, Department of External Affairs, Ottawa, K1A 0G2.

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Cette publication existe également en français sous le titre Hebdo Canada.

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