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SALE OF URANIUM

The Government is prepared to negotiate bilateral agreements with friendly governments covering co-operation in the peaceful uses of atomic energy and, in particular, the supply of natural uranium for such uses.

This announcement was made in the House of Commons February 18 by the Rt. Hon. C.D. Howe, Minister of Trade and Commerce. Full text of Mr. Howe's statement was as follows:

"On May 25 last I advised the House that the Government was considering bilateral agreements which would permit the sale of uranium to friendly governments or their designated purchasing agencies. I pointed out that such arrangements must be made with due regard to safeguards as to the end use of the uranium supplied and the end use of any special fissionable materials which might be produced from the uranium supplied. In these circumstances it seemed desirable that the final determination of policy with respect to safeguard provisions in bilateral agreements should be deferred until the proposed statute for an international atomic energy agency had been discussed and agreed upon.

"The House will recall that the Statute for the International Atomic Energy Agency was considered at a general conference in New York which was attended by representatives of all of the member countries of the United Nations. Agreement was reached at the conference on a statute for the International Agency, and the Statute has been tabled. Article XII of the Statute contains the control provisions which are designed to prevent the diversion to other

than peaceful uses of any materials, equipment or information which may be supplied by the International Agency. These control measures may also be invoked in the case of bilateral agreements where the parties concerned request such action by the Agency.

"The Government is now prepared to negotiate bilateral agreements with friendly governments covering co-operation in the peaceful uses of atomic energy and, in particular, the supply of natural uranium for such uses. These agreements will contain control provisions similar to those contained in Article XII of the Statute for the International Atomic Energy Agency. The inclusion of such control provisions in bilateral agreements is consistent with the support which Canada gave to Article XII of the Statute for the International Atomic Energy Agency at the New York meeting. Except for the control provisions, sales arrangements concluded under bilateral agreements will be on a normal commercial basis. Eldorado Mining and Refining Limited, the Government's designated purchasing agent for all uranium produced in Canada, will be responsible for negotiating the sales contracts. While the amounts of uranium which can be made available under bilateral agreements at present are not large because of existing contractual commitments, it is believed that these quantities will be sufficient to meet the current requirements of those governments which have indicated an interest in obtaining uranium from Canada.

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MORE NEW CARS: Canadians bought a record number of new passenger cars in 1956, exceeding the previous year's high by 5 per cent, the Dominion Bureau of Statistics reports. New commercial vehicle sales were up more than 16 per cent as compared with 1955 but were lower than in a number of earlier years. Retail values were at record levels for both passenger cars and commercial vehicles, the former rising almost 10 per cent and the latter by over 40 per cent as compared with 1955. Financing of sales of new passenger cars also reached new peaks both in number and value, but as in sales, the number of commercial vehicles financed was lower than in some earlier years but the value rose to record levels.

Combined sales of new motor vehicles in 1956 totalled 498,061 units valued at retail at \$1,450,835,000 as compared with 465,678 valued at \$1,255,890,000 in the preceding year. December sales rose to a new high for the month of 31,097 units valued at \$93,579,000 versus 28,796 valued at \$85,342,000 a year earlier.

PASSENGER CARS

New passenger car sales in 1956 numbered 406,663 valued at retail at \$1,124,788,000 versus 386,962 valued at \$1,023,351,000 in 1955. In December, 25,203 units were retailed for \$71,612,000 versus 23,809 sold for \$68,474,000 in the corresponding month of 1955.

Sales of new commercial vehicles in 1956 totalled 91,398 valued at \$326,047,000 versus 78,716 valued at \$232,539,000 in the preceding year. December sales numbered 5,894 valued at \$21,967,000 versus 4,987 valued at \$16,868,000 in the same month of 1955.

The year's financing of 187,255 new passenger cars by sales finance and acceptance companies involved \$403,820,000 as against 156,191 units involving \$305,069,000 in 1955. In December the financed sales numbered 10,717 versus 8,169 and involved \$23,660,000 versus \$17,254,000.

New commercial vehicles financed in 1956 numbered 34,158 units versus 28,936 in 1955, the amounts involved totalling \$108,345,000 versus \$70,928,000. In December the sales of 2,389 units were financed to the extent of \$7,617,000 as against 1,805 units financed for \$5,234,000.

USED CARS

During 1956 the sales of 373,440 used passenger cars were financed for \$329,962,000 versus 355,638 units financed for \$294,508,000 a year earlier. In December the number of units financed was 18,013 versus 18,424, involving \$16,289,000 versus \$15,639,000.

Financed sales of used commercial vehicles in 1956 numbered 55,344 versus 58,565, involving \$49,728 versus \$48,823,000 in 1955. In December the number financed was 3,122 versus 3,853, involving \$2,969,000 versus \$3,825,000.

MONTREAL TO LISBON: The Hon. George Marler, Minister of Transport, announced in the House of Commons February 15 that, acting on a request by Canadian Pacific Air Lines, the Government had taken the following action:

(1) C.P.A. has been designated by the Governor in Council as the Canadian carrier to operate international scheduled air services from Montreal to Lisbon and also to Madrid if and when the necessary arrangements can be made with the Spanish Government; (2) The Government has re-affirmed its policy that Trans-Canada Air Lines is and is to be the Canadian air carrier for service to other European points not at present served by a Canadian air carrier.

T.C.A. at present provides service to London, Paris and Dusseldorf, and existing bilateral air agreements authorize a Canadian service to Brussels, Copenhagen, Oslo and Stockholm, the Minister said. It is expected that negotiations with the Government of Switzerland will be initiated shortly looking to the conclusion of a bilateral agreement with that country.

Mr. Marler also announced that during the discussions concerning the proposed service to Lisbon, C.P.A. indicated to the Government that upon being licenced to operate over this new route it would apply to the Air Transport Board for permission to give up its present domestic licence for service between Winnipeg and Churchill. The selection of a carrier to operate the Winnipeg-Churchill service will, of course, be a matter for determination in the usual manner by the Air Transport Board.

MAYORS IN MEETING: Approximately 100 mayors from the major metropolitan and urban municipalities in Canada are in conference at the Canadian Civil Defence College, Arnprior, Ont. The conference, which will end March 2, is being held at the request of the Canadian Federation of Mayors and Municipalities and is a result of a resolution passed at the 1956 Hamilton conference of the Federation.

The Hon. Martin, Minister of National Health and Welfare, has explained that the object and purpose of the conference is to acquaint those attending with the details of approved Civil Defence plans. At the 1956 meeting of the Federation, three resolutions were passed concerning Civil Defence matters. Although the Arnprior conference is sponsored by Federal Civil Defence, invitations to Canadian mayors were extended by the Federation's Executive Director, Mr. George S. Mooney of Montreal.

Besides Mr. Martin and speakers from Federal Civil Defence Headquarters, the Hon. R.O. Campney, Minister of National Defence, the Hon. Lester B. Pearson, Secretary of State for External Affairs, General C. Foulkes, Chairman, Chiefs of Staff, Department of National Defence, and A/V/M L.E. Wray, General Officer Commanding, Air Defence Command, will address the conference.

BRITISH IMMIGRANTS SET PACE

An increase of nearly 55,000 in total immigration during 1956 over the figure for 1955--164,857 as against--109,946--was spear-headed by a marked rise in numbers of immigrants of British origin from overseas. The total of 51,319 British immigrants surpassed by more than 21,000 the figure of 30,150 recorded for the year 1955. English immigrants totalled 32,389, up nearly 13,000, Irish 6,926, more than double the total for the previous year, and Scottish were up more than 4,000 to a total of 10,939.

Sizeable increases were also recorded for newcomers of other ethnic origins. Germans, for example, totalled 26,457, an increase of 8,735 over the numbers who entered Canada for permanent residence during 1955, and Italian immigrants, totalling 29,806, exceeded the 1955 total by 9,000.

NEW APPOINTMENTS: Mr. L.B. Pearson, Secretary of State for External Affairs, has announced the following appointments and transfers in the Canadian Diplomatic Service:

Mr. Chester Ronning, at present Canadian Ambassador to Norway and Minister to Iceland, has been appointed to succeed Mr. Escott Reid as High Commissioner for Canada in India, effective in May. Mr. Escott Reid's next appointment will be announced later.

Mr. Frederick Bull, Deputy Minister of the Department of Trade and Commerce, has been appointed as Canadian Ambassador to Japan, to succeed the Hon. Justice T.C. Davis, who is retiring from the public service. Mr. Davis was appointed High Commissioner to Australia in 1942; he also served as Ambassador to China, to the Federal Republic of Germany, and to Japan. Mr. Bull will take up his new duties during the summer.

Mr. D.V. Lapan, who has been on loan from the Department to fill the position of Secretary and Director of Research of the Royal Commission on Canada's Economic Prospects, has been appointed an Assistant Under-Secretary of State for External Affairs. He will assume his new duties after having completed his assignment with the Commission.

Mr. T.L. Carter, who has been serving with the Department in Ottawa as Head of the American Division, has been named Canadian Commissioner to the International Supervisory Commission for Vietnam. He will succeed Mr. B.M. Williams. Mr. Carter will take up his appointment in March.

Miss Margaret Meacher has been appointed Charge d'Affaires in Tel Aviv, Israel, to succeed Mr. G.P. Kidd. Miss Meacher, who until recently served as Counsellor on the staff of the Office of the High Commissioner for Canada in London, will assume her duties in April.

Of the 164,857 newcomers who entered Canada during 1956, more than 91,000 were destined to the labour force. Of these, 29,264 went to jobs in manufacturing, mechanical, and construction classifications, 12,482 were labourers, and more than 9,000 had a background of professional training and experience. Dependents totalled 73,818, including 38,461 children.

More than half the immigrants--90,662 settled in the Province of Ontario, with Quebec receiving 31,396, British Columbia 17,812, and the other provinces accepting less sizeable groups.

Of interest in the fact that of the 164,857 immigrants, slightly fewer than 21,000 were over 40 years of age on arrival, and that no less than 63,511 were in the 20-29 age bracket.

HMC SKEENA: Her Majesty's Canadian Ship Skeena, first of Canada's new destroyer escorts to go into service on the west coast, will be commissioned at Burrard Dry Dock Co., Ltd., North Vancouver, on March 30.

The Skeena will be the fifth of the modern anti-submarine vessels to be accepted by the Royal Canadian Navy. Four others already are in service on the east coast. They are HMC Ships St. Laurent, Assiniboine, Ottawa and Saguenay, forming the Third Canadian Escort Squadron based at Halifax. The St. Laurent was commissioned in the fall of 1955 while the other three warships were commissioned during 1956.

The Skeena is similar to her predecessors and is all-Canadian in design and concept. She has a streamlined hull and extensive use has been made of aluminum in her superstructure which will be all-welded for the first time in these new ships.

Anti-submarine weapons are the Skeena's principal armament and include two triple-mortar mountings capable of firing high explosive projectiles with great accuracy in any direction. The ship will also carry homing torpedoes.

Other weapons include two twin 3-inch 50 calibre radar-controlled guns and two 40-mm anti-aircraft Bofors.

The new Skeena will be the second of her name to serve in the RCN. The original Skeena was commissioned in the United Kingdom in 1931 as one of the first two destroyers ever built specifically for Canada.

The first Skeena served through most of the Second World War on North Atlantic convoy duties and in European invasion operations.

Her long action-filled career came to a close when, caught in the grip of a North Atlantic gale, she was driven ashore on the Icelandic island of Videy during the early hours of October 25, 1944.

DOMESTIC EXPORTS SET RECORD

Canada's domestic exports topped all previous years in 1956, rising 12 per cent in value to \$4,789,500,000 from the preceding year's \$4,281,800,000 and more than 11 per cent from the previous record of \$4,301,081,000 in 1952, according to final figures for the year released by the Dominion Bureau of Statistics. Volume of exports also reached record levels, rising 8.6 per cent over 1955, while prices averaged 2.9 per cent higher. December's value rose 11 per cent to \$403,700,000 from \$375,800,000 a year earlier.

Record shipments abroad of primary and semi-processed metals, minerals and chemicals, and large gains in agricultural products contributed heavily to the year's impressive total. Among individual commodities there were large gains in wheat and other grains, iron ore, aluminum and products, copper and products, petroleum and products, and newsprint paper. Planks and boards, farm implements and machinery and fertilizers were among the exports with lower values.

Gains in exports were general to all main geographic areas. Over half the total gain was in shipments to the United States, but there were also sharp gains in shipments to European countries. Exports to the United Kingdom and other Commonwealth countries and Latin American countries showed lesser increases.

Exports to the United States reached an all-time peak of \$2,818,693,000 in the year, an increase of 10 per cent over the preceding year's \$2,559,343,000. They accounted for close to three-fifths of total domestic exports in both years. Larger values were posted for all main commodity groups except animals and products, largest dollar increases being in agricultural and vegetable products, wood and paper products, iron and products, non-ferrous metals, and non-metallic minerals.

Shipments to the United Kingdom showed an increase of 5.6 per cent to \$812,668,000 from \$769,313,000 in the preceding year, and accounted for about 17 per cent of all domestic

exports in both years. Gains were almost general among the commodity groups, exceptions being wood and paper and miscellaneous commodities. Largest increases were in agricultural and vegetable products and non-ferrous metals and products.

Domestic exports to the rest of the Commonwealth were moderately higher at \$243,226,000 versus \$237,124,000 in 1955, larger shipments to Jamaica, Union of South Africa, India and Pakistan more than offsetting smaller exports to Australia and New Zealand.

With substantially larger exports to Brazil, Cuba, Mexico, Panama, Peru, and Venezuela, and smaller gains to 9 more of the 20, total domestic exports to Latin American countries rose in 1956 to \$176,436,000 from \$160,829,000 in the preceding year.

General gains to all chief European markets boosted the total area value in 1956 to \$537,827,000 from \$388,888,000 in 1955. Among the larger gains were Belgium and Luxembourg, France, Federal Republic of Germany, Italy, Netherlands, Norway, and Switzerland. Large movements of wheat early in the year resulted in sharp gains in the year's shipments to Czechoslovakia, Poland and the U.S.S.R.

Mainly as a result of a sharp gain in exports to Japan, total domestic exports to all other foreign countries rose to \$182,942,000 in 1956 from \$150,903,000 in the preceding year.

Commodity-group values for the year 1956 were as follows, in thousands: agricultural and vegetable products, \$974,400 (\$752,300 in 1955); animals and animal products, \$260,200 (\$263,600); fibres, textiles and products, \$22,600 (\$22,800); wood, wood products and paper, \$1,514,800 (\$1,520,900); iron and products, \$458,800 (\$398,800); non-ferrous metals and products, \$913,700 (\$826,400); non-metallic minerals and products, \$292,100 (\$206,200); chemicals and products, \$228,600 (\$210,000); and miscellaneous commodities, \$124,200 (\$80,700).

\$220,470,000 from \$209,597,000, 7.8 per cent in Ontario to \$413,527,000 from \$383,775,000, 4.4 per cent in Manitoba to \$107,502,000 from \$102,988,000, 9.4 per cent in Saskatchewan to \$63,002,000 from \$57,563,000, 12 per cent in Alberta to \$127,566,000 from \$113,942,000, and 10.8 per cent in British Columbia to \$209,669,000 from \$189,220,000.

December sales were (in thousands): Atlantic Provinces, \$13,922 (\$13,689) a year earlier; Quebec, \$29,550 (\$20,939); Ontario, \$57,121 (\$55,511); Manitoba, \$14,220 (\$13,466); Saskatchewan, \$8,078 (\$7,607); Alberta, \$17,590 (\$15,919); and British Columbia, \$29,093 (\$26,938).

DEPARTMENT STORE SALES: Department store sales reached a record total in 1956 at an estimated \$1,242,004,000, 8 per cent greater than 1955's previous high of \$1,150,455,000, the Dominion Bureau of Statistics reports. December sales were 4 per cent greater than a year earlier at \$169,574,000 compared to \$163,069,000. All provinces shared in the increase in 1956, and some 25 of the 29 specified departments recorded larger sales. End-of-November stocks (at selling value) were 10.1 per cent larger than a year earlier at \$318,651,000 against \$289,366,000.

Sales rose 7.4 per cent in the Atlantic Provinces in 1956 to \$100,268,000 from \$93,370,000 in 1955, 5.2 per cent in Quebec to

Sales increases in the year in the specified departments ranged from a low of 2.7 per cent in jewellery to a high of 13.1 per cent in the photographic equipment and supplies. Sales were lower in furs (1.6 per cent), aprons, housedresses and uniforms (2.4 per cent), smallwares (1 per cent), and radio and music (2.9 per cent). Value of sales in some of the major departments were (in thousands): hardware and housewares, \$86,731 (\$77,834 in the preceding year); furniture, \$79,668 (\$71,635); home furnishings, \$77,347 (\$70,048); food and kindred products, \$73,323 (\$69,285); major appliances, \$68,340 (\$60,903); girls' and infants' wear, \$62,645 (\$57,327); men's furnishings, \$58,929 (\$53,654); sporting goods and luggage, \$55,679 (\$51,017); women's, misses' and children's shoes, \$47,082 (\$44,668); and lingerie and corsets, \$46,620 (\$43,613).

December sales were lower than a year earlier for women's and misses' coats and suits, aprons, housedresses and uniforms, food and kindred products, and piece goods. Sales values for some of the major departments were (in thousands); sporting goods and luggage, \$16,176 (\$15,158 a year earlier); men's furnishings, \$14,210 (\$12,907); hardware and housewares, \$9,651 (\$9,070); food and kindred products, \$9,030 (\$9,313); girls' and infants' wear, \$8,474 (\$8,152); and hosiery and apparel accessories, \$8,288 (\$8,150).

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PREDICTIONS ON AIR TRAVEL: Transport Minister George C. Marler said February 19 that he anticipated the use in Canada by 1960 of jet passenger aircraft capable of carrying up to 150 passengers and travelling at speeds of 550 and 600 miles an hour, crossing the continent in 4.5 hours and making return trips across the Atlantic in 24 hours. "The volume of work, i.e. the number of passenger miles, done by the new aircraft will be enormous, so will their cost," he said, adding that it was a fact "That 150 of the new aircraft will in a single year be able to carry as many passengers as the 4,500 multi-engine aircraft now in the service of the world's commercial airlines."

The Transport Minister made these predictions in an address at a dinner at London, Ontario tendered jointly by the Canadian Shorthorn, Canadian Aberdeen-Angus and Canadian Hereford Associations.

NECESSARY PROJECTS

The capital cost of building and expanding Canadian airports during the past ten or more years had exceeded \$200,000,000, Mr. Marler said. "We believe that we shall have to go on spending large sums to meet the prospective needs of aviation in Canada. Though it is difficult to know just how much is involved, I shall not be surprised if the total runs between \$200,000,000 and \$300,000,000, but I cannot say just how soon we shall spend these

amounts because we must take account of economic and other conditions and we must also remember that the aviation picture is constantly changing.

"As we undertake the projects that must be carried out at airports all across Canada, I hope that you will understand that these works are a necessary part of the task of maintaining aviation in Canada in the place where it belongs and so it may best serve all of the Canadian people."

In his references to the future of aviation in Canada, Mr. Marler said that with jet aircraft carrying from 100 to 150 passengers "we can easily appreciate how much the arrival of so many passengers at the same time will tax the facilities of our terminal buildings, but at our major airports to be served by aircraft of that type we are providing for traffic of this kind." He said that radar stations being installed would "enable us to exercise efficient control over all traffic."

Mr. Marler called upon his listeners to "remember that my Department has placed security of air travel above all other considerations." He added that the Department of Transport was "now taking the steps necessary to afford more comfort to the travelling public in providing more agreeable and more commodious terminals for its use." He listed new terminal buildings at Moncton, Saskatoon, Seven Islands, the Lakehead, Comox and Sandspit as having been completed by the Department of Transport with others nearing completion at Quebec City, Windsor, Stephenville and St. John's Nfld. New buildings have been built at Calgary, Saint John, Sudbury, Rimouski and other places by the municipalities, with some government assistance, he added.

"The Department of Transport, in addition, has three very large projects on which construction is progressing which will involve an aggregate outlay of about \$20,000,000 and is developing plans for other terminals which will be built when circumstances make it seem more expedient than it is at the present time."

Outlining some of the developments contemplated on Canada's 18,000 miles of airways, Mr. Marler said that "in order to maintain at a high level the security of air travel, we have embarked upon the installation of surveillance radar at 15 of our largest airports. Each of these installations will permit the traffic controller to locate or determine the position of any large aircraft within a range of 135 miles and up to a height of 50,000 feet, and accordingly to exercise a much more effective control over the movement of aircraft on the airways."

"When we have completed the installation at these 15 points across the country", Mr. Marler said, "the whole trans-continental airway from one end to the other will lie within the range of these radar stations. It is of course, obvious that these radar sta-

tions will add greatly to security in the air and meet a need which is becoming more urgent."

Another electronic equipment which Mr. Marler said added to the safety of aviation, was the visual omni range (VOR) which facilitated the movement of aircraft independently of the airways by means of a signal visible at all times on a dial on the instrument panel in the aircraft. This system he said has been installed between Montreal and Windsor, was being installed between Toronto and Winnipeg and would be extended over the whole trans-Canada airway.

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AIRPORTS BUSY: The year 1956 saw new records set by Canadian airports in terms of landings and take-offs, according to figures released by the Department of Transport. During the year there were 2,225,384 landings and take-offs at airports with control towers, an increase of 17.07 per cent over 1955, when the figure was 1,900,810.

The figures for 1951-56, inclusive, are indicative of the rising trend in all classes of operations at Canadian airports which have control towers: 1951 (968,436), 1952 (1,312,153), 1953 (1,544,980), 1954 (1,693,133), 1955 (1,900,810), 1956 (2,225,384).

During 1956 Vancouver led all other airports in numbers of landings and take-offs--225,063. Montreal's Dorval airport had 219,742, followed by Edmonton with 196,196 and Ottawa with 190,144.

During the last quarter of 1956, Montreal's control tower recorded 60,220 landings and take-offs, making it the busiest for that quarter. Second place went to Ottawa with 47,726, followed by Edmonton with 46,286 and Vancouver, 42,899.

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WEEKLY WAGES HIGHER: Weekly wages of hourly-rated wage-earners in Canada's manufacturing industries at the beginning of December averaged \$64.69, up from \$64.36 a month earlier and \$60.78 a year earlier, the Dominion Bureau of Statistics reports in an advance statement. Hourly earnings averaged 155.5 cents versus 154.7 cents at the beginning of November and 146.1 at the same time in 1955, and the work-week remained unchanged at an average of 41.6 hours.

In the durable goods component of manufacturing, average weekly earnings moved up to \$70.27 from \$69.89 a month earlier and hourly

earnings to 168.1 cents from 167.2 cents, but average hours were unchanged at 41.8. Higher average earnings in the heavy manufacturing industries largely resulted from changes in the distribution of wage-earners among relatively high- and low-pay industries; seasonal declines occurred in sawmills, while some automotive plants and agricultural implements factories reported increased activity. There were wage-rate adjustments in several branches of iron and steel, transportation equipment, non-metallic minerals, and some other industries.

In the non-durable manufacturing industries, average weekly earnings rose to \$58.58 from \$58.19, average hourly earnings to 141.5 cents from 140.9 cents, and the average work-week to 41.4 hours from 41.3. Higher levels of earnings resulted partly from the release of lower-paid seasonal workers in fruit and vegetable and fish canneries, and partly from wage-rate adjustments, with overtime in several industries.

Weekly wages of hourly-rated wage-earners in other industrial groups at the beginning of December were as follows: mining, \$77.51 (\$75.35 a month earlier and \$73.02 a year earlier); electric and motor transportation, \$68.82 (\$68.64 and \$65.66); construction, \$70.43 (\$72.32 and \$62.03); and service, \$36.85 (\$36.65 and \$35.62).

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FILM FESTIVAL: A feature of the 1957 programme of the Stratford Shakespearean Festival in Ontario will be a two-week Film Festival, July 8 to July 20, running in conjunction with the fifth annual season of drama, July 1 to September 7 and the third annual season of music, July 31 to September 6.

The Film Festival is being scheduled under the direction of Leonid Kipnis of Oedipus Rex Productions Ltd., who recently produced the film version of the Stratford Festival production of "Oedipus Rex", now being shown in North America.

The Stratford Film Festival has been planned to be as internationally representative as possible. Films from different countries will be selected on an entry basis with the conditions that they have never before been shown in Canada and that they be 35mm. The categories accepted will include feature, documentary, cultural, art, experimental and cartoon films. They may be entered either by embassy, legation, or High Commissioner's office of a country, or by the film's producer, distributor, or sponsor.