

Bulletin

Vol 27, No. 12

March 22, 1972

BIG NEW ONTARIO AIRPORT

A new international airport, to be built at Pickering, about 30 miles northeast of Toronto, will be financed by the Federal Government and the government of Ontario and should be in operation in 1978 or early 1979.

In a statement to the House of Commons on March 2, the Minister of Transport, Mr. Don Jamieson, outlined as follows the reasons for the choice of the 18,000-acre site; plans for the expropriation of land, financing, and the development of "an aviation system":

...The choice of a site northeast of Toronto has come after an exhaustive federal-provincial evaluation since 1968 of 59 potential airport sites in the area within a 50-mile radius of Metropolitan Toronto.

It has now been decided that, for a number of compelling reasons, the Pickering Township site is more suitable than any of the other sites studied. In the first place, it is an excellent site, consistent with safety and other aeronautical considerations.

Second, it is also the closest site to Toronto of all the proposed sites and, therefore, provides the easiest accessibility.

Third, because it is reasonably close to Lake Ontario and to a number of major transportation arteries leading out of Toronto, investment in water, sewage and transportation access facilities will be less than at other sites.

Fourth, even though it is close to Toronto, population in the immediate vicinity of the new airport is small. No major communities will be seriously affected by expropriation or very high noise levels and the environmental impact is minimized.

Finally, and in many respects most important, the location of the airport east of Toronto is the result of joint federal-provincial effort to provide a major stimulus to development east of Metropolitan Toronto, as called for in the Toronto-centred region plan.

The southern part of the airport site lies along the route of a series of proposed urban communities to the east of Toronto, which will be separated from existing lakeshore urban centres by a series of multi-purpose transportation, service and recreation corridors. The government of Ontario has been re-designing the shape and location of some of these proposed communities in order to take account of the airport location and to ensure that areas which could be affected by uncomfortable noise levels are not slated for residential development. Transportation and service access facilities are also being designed so that the airport will be on a rapid-transit line linking the new communities east of Toronto to Metropolitan Toronto and Malton. The proposed parkway belt and service corridors are also being designed to serve as a separator between the airport and the airport-related community and the existing urban centres along the lakeshore.

The airport site itself is in the neighbourhood of

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18,000 acres. The initial role of the airport will be to provide a variety of services, including international, scheduled and charter operations, thus complementing services at Malton and relieving congestion at Malton.

LAND EXPROPRIATION

In addition to providing a new national major airport site, it will also be an integral part of an air system for the Toronto region, and will ensure the provision of efficient and adequate air services, minimizing the problems of noise and air pollution. The land acquisition will begin immediately and the opening date for the first airport activities is planned for 1978-79. Flexibility in the scale and time of expansion is a designed feature of the new airport system.

The governments have agreed that serious consideration will be given to the utilization of the existing Toronto Island airport for short take-off and landing — STOL — aircraft as this technology develops.

The Federal Government is today filing notice of intention to acquire, in accordance with its new Expropriation Act, all the land required for the airport site itself.

The provincial government is introducing legislation today related to the acquisition of land in the vicinity of the airport which will be crucial to the orderly provision of service and transportation access to the airport and the development of the planned community associated with the airport.

The provincial government will ensure by a number of actions that land use in the airport vicinity is compatible with airport operations and with the regional planning concept. Land exposed to aircraft noise and areas being substantially influenced by urban growth pressures generated by the airport will be controlled by the Minister of Municipal Affairs.

JOINT FINANCING

Agreement has been reached in principle between the two governments on the sharing of many of the expenditures associated with the airport development. A portion of the land acquisition by the province will be carried out through funding arrangements under a variety of joint endeavours.

Generally speaking, it has been agreed that the Federal Government will be responsible for on-site costs of airport projects, as well as relocation costs resulting from the displacement of services. The provincial government will assume responsibility for the provision of basic services such as water and sewage to the boundaries of the airport. Federal assistance may be provided to a certain extent through existing programs. The two governments have agreed to study the implications of mass transit and other transportation facilities related to airport development, with a view to working out joint financing

arrangements. This is, in fact, a continuation of work now going on in the Toronto area.

To study this and other related co-operative aspects of implementation, the Federal Government and the government of Ontario have agreed to establish a federal-provincial committee to make recommendations to their respective governments.

The implementation of the airport project will require close collaboration among all three levels of government. Obviously, the Federal Government will have basic responsibility for the development on the airport site itself. The province has the prime responsibility, in co-operation with the area municipalities, for the implementation of development off the airport site. The municipalities will be informed immediately of the implications for them and discussions will begin on the establishment of machinery to ensure that they are effectively involved in the implementation process.

DEVELOPMENT OF AVIATION SYSTEM

That is the end of the joint statement by the Federal Government and the government of Ontario. I should like now to add, on behalf of the Federal Government, that on various occasions I have stated publicly that for large developing areas such as Toronto and southwestern Ontario the construction of one new airport is not in my view the sole solution for the provision of adequate aviation systems for the public at large. For areas such as these, I have stated that rather than the development of one airport we have to be more concerned with the development of an aviation system. In this context, the Government plans to take immediate steps to upgrade existing facilities in southwestern Ontario and to continue studies to determine the long-term requirements of the area as a whole.

The initial step in developing an aviation system for Toronto and southwestern Ontario will be the extensive improvement of facilities at Hamilton, London and Windsor airports. Amongst other considerations, the purpose will be to provide better domestic services directly from these centres and the capacity to originate and receive long-haul charter and international flights. It is planned that these airports will be an integral part of the over-all system which includes the present Toronto international airport at Malton and the new international airport which is to be built, as I just said, 30 miles to the northeast of downtown Toronto.

The underlying purpose in terms of the travelling public is that these three centres form the hub for a series of growth centres which the Federal Government feels are entitled to improved domestic services as well as longer-haul charter and scheduled international services. This will tend to relieve existing pressures at Malton.

There will, of course, be a continuing need to

STRATFORD WELCOMES...



Elizabeth Shepherd



Edward Atienza



Carole Shelley



Nicholas Pennell

The following artists have joined the Stratford Festival Company for the 1972 season:

Elizabeth Shepherd – a leading stage and television actress whose roles include three of Shakespeare's most charming heroines, Juliet in *Romeo and Juliet*, Viola in *Twelfth Night* and Beatrice in *Much Ado About Nothing*. Her appearances with England's major repertory companies and in the West End also included major roles in Ibsen's *Brand*, Brecht's *Mother Courage, War and Peace, Period of Adjustment* and *Inherit the Wind*. In the United States, she first did a season of Shakespearean productions with the Actors Company for WNDT-TV in New York, for which she won an Emmy Award nomination for her performance as Hermione in *A Winter's Tale*. She was featured on Broadway in *Conduct Unbecoming* during the 1970-71 season and at the Arena Stage in Washington in *What the Butler Saw*, directed by David William. Film appearances include *The Queen's Guards* with Raymond Massey, her first film, and *Hellboats*, her latest, in which she appears with James Franciscus. She counts as her favourite screen role a film made with Vincent Price titled *The Tomb of Ligeia*. At Stratford, she will play Countess Cibo in *Lorenzaccio*, Cordelia in *King Lear*, and Audrey in *As You Like It*.

Edward Atienza – a talented English actor whose numerous appearances in the West End and on Broadway have won him both critical and public acclaim. Mr. Atienza will be seen as Touchstone in *As You Like It*, both on tour this spring and at the Festival this summer, and as the fool in *King Lear*. Among his acting credits are such roles as the archbishop in Peter Ustinov's *Romanoff and Juliet*, which he played both in London and New York; Mercutio in Zeffirelli's American tour production of *Romeo and Juliet*; Shabelsky in John Gielgud's *Ivanov*, both in the West End and Broadway productions, Firs in *The Cherry Orchard*, in London and at the Edinburgh Festival. Featured in *Vivat, Vivat*

Regina at the 1970 Chichester Festival, he remained with the show for a year when it transferred to London. Canadian television audiences have seen him as Chapuys in the popular BBC-TV production *Henry VIII*. His film work includes *Lock Up Your Daughters* and *Say Hello to Yesterday*.

Carole Shelley – the girl who was the lovable, slightly befuddled Gwendolyn Pigeon to millions of television viewers who each week faithfully tuned in to the ABC-TV series *The Odd Couple*. She originally played Miss Pigeon for two years in Neil Simon's long-running Broadway hit, later recreating the role for film and television. Broadway appearances also include a leading role in *The Astrakhan Coat*, co-starring roles in Noel Coward's *Sweet Potato* and *Hay Fever* and a starring role in *Loot*. Canadian audiences have seen Miss Shelley at the Shaw Festival last summer, where she was featured in Coward's *Tonight at Eight-Thirty* and Shaw's *Press Cuttings*. Having made her screen debut at the age of three, she has appeared in more than 20 British films since then and has recently completed work on a Walt Disney Studio production, a feature length animated version of *Robin Hood*, in which she does one of the major voice characterizations. Her first Stratford role will be the delightful Rosalind in *As You Like It* and she will also be seen as Regan in *King Lear* and Miss Neville in *She Stoops to Conquer*.

Nicholas Pennell – a young actor who brings to his initial Stratford engagement experience in more than 150 television productions, including *The Forsyte Saga*, in which he played Michael Mont. On stage, he has acted with the Bristol Old Vic Company in *Three Sisters* and *As You Like It*, and with the Oxford Players, playing the role of Dapper in *The Alchemist*. His films include *Isadora Duncan, David Copperfield* and the *Battle of Britain*. At Stratford, he will be seen as Orlando in *As You Like It*, Tebaldeo in *Lorenzaccio* and young Marlow in *She Stoops to Conquer*.

POSTAL MECHANIZATION

A contract for up to \$70 million has been awarded to ITT Canada Limited for the manufacture of postal-mechanization equipment in 14 Canadian cities. It is expected that the manufacture of the equipment in Canada will provide about 150 new jobs directly, as well as a large number of additional jobs through sub-contracts.

The machinery, which is to be manufactured over the next four years, will be part of a mechanized letter-sorting system that will complement the code the Post Office has been introducing gradually across the country. The machines can only be used for coded letters.

The first part of the contract calls for \$6.5-million worth of equipment for post offices in Winnipeg, Regina and Saskatoon, with delivery expected early in 1973.

Halifax, Quebec City, Montreal, Toronto, Hamilton, Windsor, London, Edmonton, Calgary, Vancouver and Victoria will also be receiving mechanized equipment under this contract. In Montreal and Toronto, there will be several installations at different locations. A separate \$4.4-million contract for Ottawa had already been awarded to ITT Canada Limited.

Mr. Jean-Pierre Côté, Postmaster General, said that the machinery was an investment that would pay for itself by 1981, that it would improve the efficiency of the mail service and create new opportunities for employees of the Post Office. No personnel will be laid off as a result of the mechanization program.

THE ART OF "SKIDDING"

Leonard Desjardines of Kemptville Forest District, Ontario, practises a vanishing art — he's an old-time "skidder" who deftly guides brawny work-horses as they drag pulpwood and sawlogs from the snow-covered tangle of the winter forest.

The job really requires three eyes — one for the plunging horse ahead, one for the twisting, rolling logs and a third for fallen tree trunks and low hanging branches.

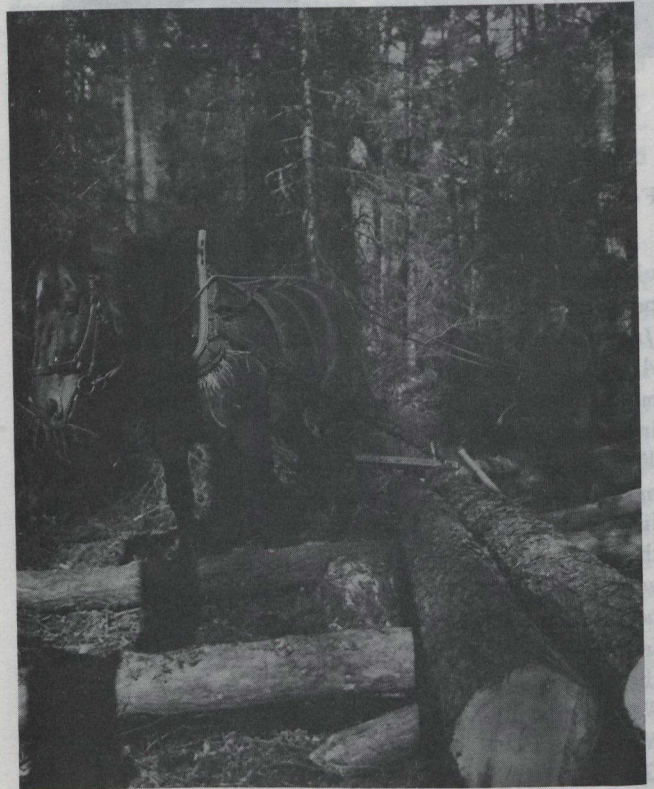
Skidding with horses may be slow and not terribly efficient logging, but it's exact work, with little waste. That's why Leonard's skill and that of his partner, Wilfred Ferguson, are in demand in Lanark County's Lavant Township.

Both are employed in a unique winter-works logging operation near Clyde Forks. It's unique because maintaining the natural balance of the forest has higher priority than the harvesting of as many logs as possible.

The men, for example, are making clearings in the woods and leaving clumps of ironwood and poplar

for wildlife use. Dense cedar stands are being left untouched so that deer can enjoy their favourite type of protective cover. The plan is working too, since, according to workers at the site, the deer have not left the area. Every morning there are fresh tracks in the snow.

This intensely selective logging operation could not be carried out with mechanized skidders which would mow down the young saplings and shrubs. By using horses to remove the mature trees, these small trees are left to grow and replenish the forest.



The program, which employs 21 men from the area, is being funded by the Agricultural and Rural Development Act (ARDA). The sale of the pulpwood and sawlogs will bring an immediate return on much of the money being spent. Already 1,000 cords of pulpwood and 60,000 feet of sawlogs have been cut. If the increase in the value of the forest for recreation and wildlife conservation is added, the taxpayer is actually making money.

"It's hard to find men who still skid logs the old way," said Leonard Desjardines. "It's good work and when things get going, we may need more teamsters. If we don't start training younger men soon, there won't be anyone left who knows how to skid logs by horse."

So the old art may be on the verge of a comeback. If it does, it will be one of the few romantic jobs a young man could have in this age of big machinery and urban living.

HUGE WHEAT SALE TO U.S.S.R.

A contract for the sale of up to 185 million bushels of wheat, valued at \$330 million, to the Soviet Union was announced recently by Mr. Otto Lang, the Minister responsible for the Canadian Wheat Board.

A firm contract for 130 million bushels of wheat has been signed and the buyer has an option to purchase an additional 55 million bushels of wheat and flour. Delivery of wheat under the contract, which will begin in July, will continue through 1973.

Shipments will be made from both Pacific and Atlantic ports, and the Soviet Union also has the option of shipping part of the wheat through Churchill during the 1972 navigation season.

Numbers 1 and 2 Canada Western Red Spring wheat will be delivered during 1972; the grades to be shipped in 1973 will be established later. As in previous contracts, the Soviet Union will pay cash at the time of shipment.

This latest sale is in addition to the 130-million bushel contract which will be completed by next June.

AIRCRAFT SWAPPING PROJECT

"Peace Wings" - a project of which the Canadian Armed Forces acquired 66 improved versions of the *Voodoo* interceptor - has been brought to a successful conclusion.

At a ceremony held in Greenville, South Carolina, last month, Brigadier-General D.W. Goss, director-general of aerospace systems, accepted the final aircraft for the Canadian Armed Forces from Brigadier-General D.F. Blake, a representative of the Chief of Staff of the United States Air Force. The ceremony marked the end of a program that involved the Canadian and U.S. Governments, the Canadian Armed Forces and the United States Air Force, as well as two major contractors and many smaller ones on both sides of the border.

"Peace Wings" began in July 1970, when a CF-101 landed at Winnipeg and taxied over to Bristol Aerospace Limited. In the next year-and-a-half, Canadian CF-101 *Voodoos* flew in from Canadian Forces Bases Chatham, Bagotville and Comox, where they were met by incoming U.S. F-101s. At the Bristol plant, certain equipment was modified and interchanged.

The former Canadian CF-101 aircraft were then flown back to the U.S., where some will serve with the National Guard. The previously American-owned F-101s, with Canadian engines and other equipment installed, were flown to the Ling-Temco-Vought Electro Systems (LTVE) facility in Greenville, South Carolina, for modifications to the auto pilot and

fire-control system before departing for operational service in Canada.

As with any program of such complexity, problems developed. On some occasions both the American LTVE and the Canadian Bristol company worked overtime in the effort to keep the project on schedule. On another occasion, an engine problem in Canada caused several aircraft to be grounded and threatened to upset the tight scheduling. The United States Air Force responded quickly at that critical period by lending ten engines to Canada so that the project could continue satisfactorily.

BOTSWANA POWER LOAN

Canada will provide an additional loan of \$10 million to the Government of Botswana for the construction of a power-station to serve the Shashe Mining Complex Project. This Southern African country has already received a \$20-million development loan, one of the largest ever made in Africa by the Canadian International Development Agency, to finance the construction and the supply of electric generators, turbines, boilers and transmission lines for the Selibe-Pikwe electric-power project in the northeast area of Botswana. The additional \$10 million will cover increased costs in equipment and construction.

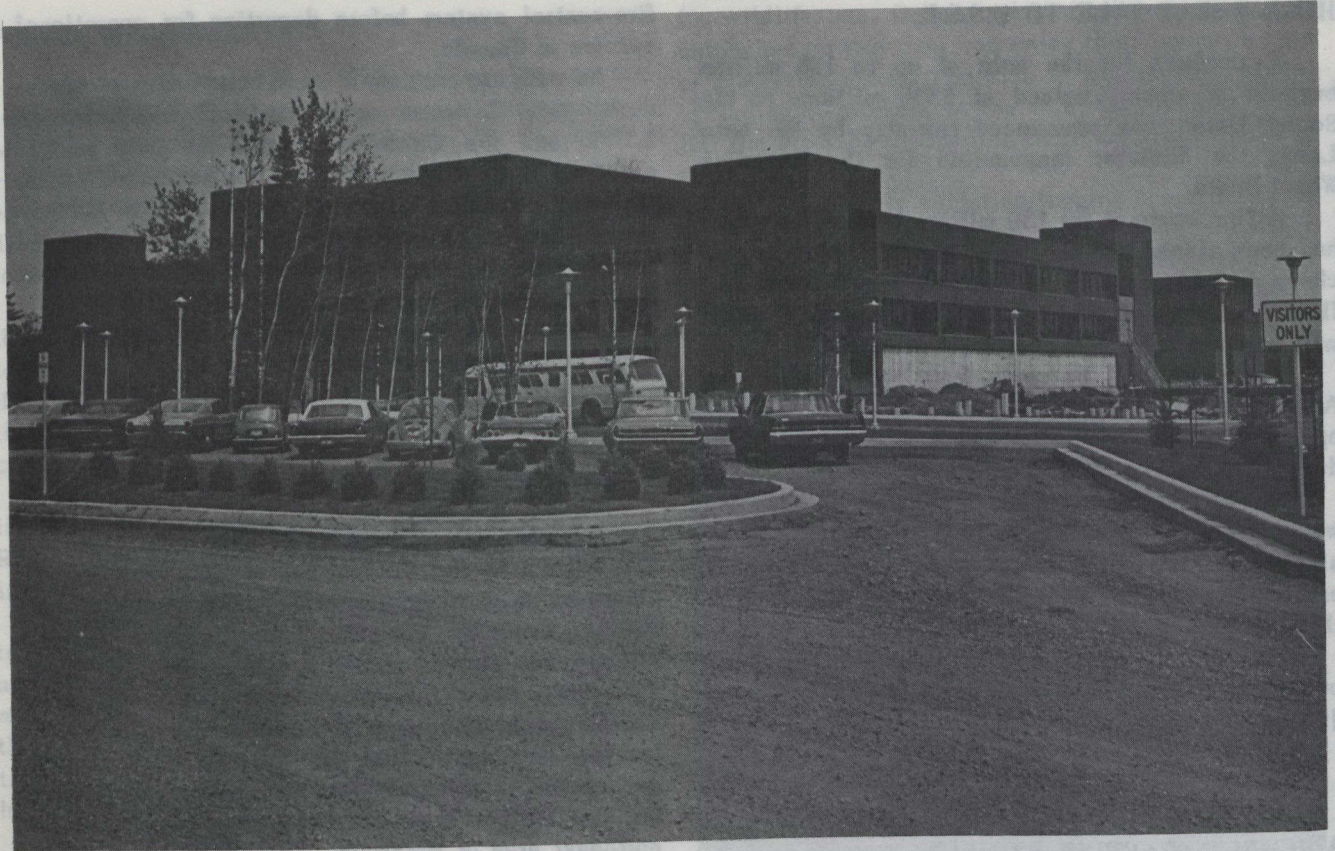
The Canadian contribution will help Botswana, where nickel and copper were discovered in 1967, provide the electricity necessary for the development of its mining industry. The sparsely-settled country has a population of some 600,000, only 28,000 of whom have jobs. The people of Botswana have a *per capita* income of only \$102. Canada, other donor countries and the World Bank, agreed to finance the infrastructure costs of the massive Shashe Mining Complex project in order to boost the country's lagging economy.

It is expected that the Selibe-Pikwe project will help to reduce Botswana's heavy dependence on external budgetary support as well as significantly increase employment and stimulate further economic growth in the country.

BIRDS WITH BIG HEADS

Grosbeaks in Sutton, Quebec, are having a high old time with painful after-effects after feeding on rowan berries which have intoxicated them.

The red-breasted birds, after performing startling aerobatics, are happily sleeping off their folly feet upwards on the ground. Some, however, that crashed into plate-glass windows, will no doubt be suffering more than just a hangover headache.



NORTHLAND COMMUNITY COLLEGE

Confederation College of Applied Arts and Technology at Thunder Bay, Ontario, is a Northland college that reaches out far beyond the confines of its campus to educate the people.

While it embodies the community college idea, Confederation College goes further than most such institutions in innovation and flexibility to meet the educational needs of the community at a post-secondary-school level. Besides Thunder Bay, the college serves 38 other centres across an area the size of France.

VARIETY OF COURSES

Some of the most varied courses are offered by the college. Students can embark on careers ranging from radio and television arts to education work in Indian communities. Enrolment averages about 800 students a year. About 2,000 adults pass through Confederation College's retraining program and there are about 300 enrolled every year in the school's extension department.

The college recognizes that the northwestern region of the province offers a unique market for tradesmen. For example, the technology department has initiated a course designed specially for the numerous "bush" airlines operating in the area.

Says the calendar: "Aircraft used in Northwestern Ontario range from *Supercub* and *Cessna 180*

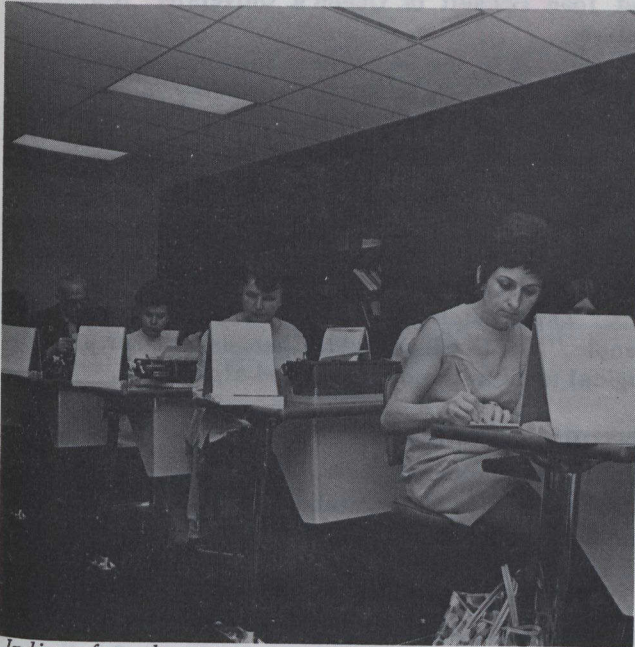
to *Beechcraft 18* (twin engine). These aircraft operate extensively on skis, wheels and floats. At present, a very definite need exists for maintenance personnel for this type of aircraft. The need is particularly acute in the area, whose vastness coupled with the remoteness of its communities makes air travel the truck-line of the North.

Planes are used in a wide variety of operations in the Northland, from fire suppression to transportation of food and supplies in the more isolated districts. According to an Ontario Department of Labour survey, about 59 per cent of the air-service industry in the province has a shortage of aircraft maintenance engineers.

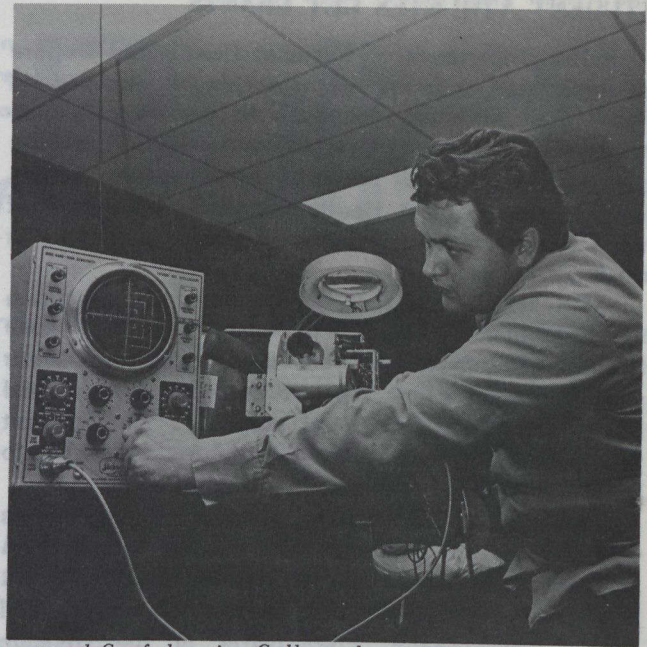
Because of the nature of northern airline operations a prerequisite for admission to the course is a student's love of the outdoors and an ability to work with a minimum of equipment at his disposal. So he's put to the test during his first summer spending 15 weeks in a remote location keeping aircraft flightworthy.

Other departments offer band-management courses for Indian students, elementary English classes for new Canadians, stenographic training, and letter-writing. The list goes on and on, and even includes on-the-spot training in a welding shop a few miles from the Thunder Bay campus.

The emphasis is on teaching people to help



Indians from the remote communities of northwestern Ontario who attend Confederation College, learn such skills as welding, television repair work, typing, etc. While most classes are held in the "all-electric" Shuniah Building, others are far removed from the main campus.



themselves. For example, teachers spend hours with Indian hunting and fishing guides to help them deal more effectively with the tourists. With scrap fur they teach Indians how to match head, back and front paw and tail skins to produce mink pelts that, when made into a coat, would retail for something like \$800 to \$1,000, compared to a top-line garment made only of back pelts that would cost from \$4,000 to \$14,000.

Ian Clark, Confederation College's director of property and plant, puts it this way: "We try to help them to help themselves. We try to encourage them to get their own business going. Most of all, we try to halt the doling-out of welfare, for we strive for independence among our students, particularly our Indians."

(From the Ontario Hydro News, November 1971 issue.)

TRADE COMMISSIONERS CONFER

More than 1,000 Canadian businessmen will meet for top-level talks in Ottawa this month and next with Canadian senior trade commissioners from round the world.

Mr. Jean-Luc Pepin, Minister of Industry, Trade and Commerce, said recently that these conferences were designed to "make Canadian manufacturers more aware of market opportunities abroad and to tell them how to go about taking advantage of those opportunities for the sale of Canadian products in other countries".

The meetings will replace the annual regional meetings of trade commissioners. The first will be held from March 20 to 24 with the trade commissioners from Africa, Asia and the Middle East. The second meeting, from April 17 to 21, will involve the trade commissioners from Latin America and the Caribbean.

Following these conferences, marketing seminars will be held in Ottawa by the Canadian Export Association and the Canadian Manufacturers' Association to bring together the trade commissioners, businessmen and other federal and provincial trade officials.

A marketing seminar for trade commissioners from posts in the United States is planned for September.

The topics will include recent trade policy developments, new marketing strategy, major marketing opportunities for Canadian goods and services, trade promotion techniques and general advice on exporting.

Mr. Pepin said that the conferences would "provide a unique opportunity for the various representatives of industry to make personal contact with the Department's officers who will be in a position to offer them first-hand advice on a wide range of overseas markets".

STUDENT ATHLETES GET GRANTS

The Department of National Health and Welfare is again this year offering a series of grants-in-aid to student athletes who wish to pursue both educational and competitive careers. The \$1-million program, announced recently by Mr. John Munro, Minister of National Health and Welfare, is part of the Federal Government's summer program for students.

Mr. Munro said that the grants, some of which reach \$2,000 in value, will assist students whose training and competitive schedules during the summer months do not allow them to seek employment and raise funds for educational purposes. Through last year's program, more than 800 athletes were able to benefit from the Government's assistance.

After March 22, national sports-governing bodies will rate the applicants in their respective sports. A national selection committee chaired by Dr. Robert Hindmarch, University of British Columbia, and Pierre Charbonneau, co-ordinator of the Olympic Games, Montreal, will review the applications and recommend the names of recipients to the Minister.

Except in special circumstances, recipients will be expected to attend Canadian educational institutions. All must be Canadian citizens or have made official applications for Canadian citizenship. Those receiving grants must continue training and competition in their respective sport and verify that such a grant does not jeopardize their amateur status. Sports-governing bodies will give guidance on this matter.

It is expected that a number of sports associations will use recipients when not in training or competition for special projects such as teaching clinics and travelling sports demonstrations. One such proposal is the staging of a clinic for student athletes in the Atlantic Provinces. This clinic will provide concentrated training in several sports for a four-to-six week period.

TIRED DRIVER, TIRED BLOOD

The preliminary results of a study commissioned by the Traffic Injury Research Foundation of Canada (TIRF) show that automobile drivers who spend long hours behind the wheel develop high blood pressure.

The tests of drivers were conducted during the seven-day, 5,000-mile British Columbia Centennial '71 Car Rally by Dr. Patricia Goodhall of Toronto

and Joan Beckett of Queen's University, Kingston, Ontario.

Only 22 of the 74 starters finished the gruelling rally - five periods of driving averaging 26 hours and 1,000 miles, and four 14-hour rest periods. Stops of two hours were taken in the middle of each driving period.

Blood pressure tests taken during the rally indicated a persistently high diastolic blood pressure beginning with the first 12 hours of driving.

"This rise is of concern in a group of healthy people," Dr. Goodhall said. Changes in other physiological tests were not considered significant.

PSYCHOLOGICAL EFFECTS

On the psychological side, Miss Beckett concluded that if speed was maintained by the drivers, then accuracy suffered and the drivers would probably not be as good as normal.

Her tests included visual-motor co-ordination, visual search, tracking and mirror drawing, reaction time and performance on a driving course.

"In general, the ability of the drivers to handle information at fast speeds seems to be affected," Miss Beckett reported.

A psychological sidelight of interest was the tendency for drivers of cars in poor repair to pay more attention to the vehicle than to their driving, making them doubly dangerous.

TIRF director Dr. Arthur Peart said the results showed that continued study of these factors was warranted and may eventually lead to a better understanding of the causes of traffic accidents, particularly in long-distance driving.

BIG NEW ONTARIO AIRPORT

(Continued from P. 2)

provide better feeder service from a variety of centres in Ontario to the two major airports in the Toronto region, and I have asked Air Canada to consult with the Government of Ontario and other interested parties with a view to initiating services to this end. We will also, in conjunction with Air Canada, take into account the latest technologies including STOL, which has important significance for the Canadian aerospace industry.

Finally, I shall ask Air Canada to look into the initiation of improved services to and from Toronto to northern Ontario centres, including Sudbury and Timmins....