

# Canada Weekly

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## Electric rail transit ahead of its time

The Urban Transportation Development Corporation Ltd. (UTDC) has a mandate to develop, prove and make available the most advanced transit products and services in order that public authorities can provide economical and efficient transportation services.

To do this, UTDC has invested in technology and facilities, that are among the most modern in the world.

The testing grounds for the complete transit systems that the corporation has been developing since its inception in 1973, are on a 195-hectare site, 20 kilometres west of Kingston, Ontario. The test and research facilities are adjacent to a three-kilometre test track for both conventional and advanced technology rail transit systems that are run from a completely automated and computer controlled tower.

UTDC, an Ontario provincial corporation, was established to solve the problems of traffic congestion in and between major urban centres. While these problems are particularly acute in the Oshawa-Hamilton area, the Ontario government realized that similar problems exist in urban centres throughout the world and that practical

solutions would have good export potential.

The Corporation offers a wide spectrum of services that includes management, hardware, operations, maintenance, turnkey construction and financial services. It also transfers technology in the form of licences, engineering services and staff training, and has provided advisory services around the world in such places as the United States, Cairo, Brazil and England.

The Canadian Light Rail Vehicle, developed to replace Toronto's aging streetcars, is logging millions of successful revenue miles. It is the basic unit of the Articulated Light Rail Vehicle now in test service in Toronto and is capable of doubling passenger loading. In addition to a Toronto Transit Commission (TTC) order for 52 of the articulated version, Santa Clara County, California, has signed a \$10-million contract with UTDC for 50 vehicles of a similar design.

The vehicles are being manufactured at the Thunder Bay, Ontario plant of Can-Car Rail Inc., a UTDC subsidiary and the result of an agreement between UTDC and Hawker Siddeley Canada Inc., former owner of the plant. The agreement created a holding

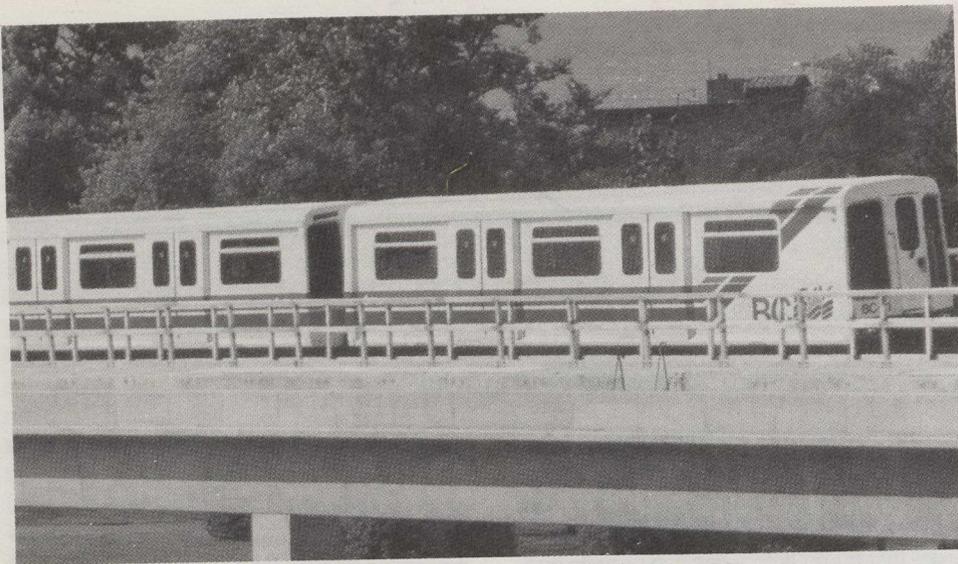


*The Articulated Light Rail Vehicle developed by UTDC is capable of doubling passenger loading.*



External Affairs  
Canada

Affaires extérieures  
Canada



The Intermediate Capacity Transit System can serve from 5 000 to 25 000 passengers an hour in each direction.

company — RailTrans — which has acquired full ownership of Can-Car. RailTrans itself is owned 80 per cent by UTDC and 20 per cent by Hawker Siddeley.

#### Expo '86 showcase

The first major technological innovation of UTDC was the Intermediate Capacity Transit System (ICTS). The name is derived from the fact that ICTS is designed to fill the gap between the small and large capacity services provided by busses and subways. ICTS technology is being applied in Vancouver under the name Advanced Light Rapid Transit (ALRT) and will be a showcase for Canadian Technology at Expo '86.

The 1986 World Exposition — Expo '86, to be held May 2 to October 13, 1986 — is based on the theme "Man in Motion". It celebrates both Vancouver's centennial and the hundredth anniversary of the first transcontinental railroad's arrival on Canada's west coast.

Designed to relieve Vancouver's traffic congestion and to provide the major link between the main Expo site at False Creek and the Canada Host Pavilion on Burrard Inlet just two kilometres away in the downtown core, ALRT combines the latest in computerized train control with lightweight vehicles employing linear induction motor propulsion (LIM).

In the operation of a linear induction motion, the stator with its windings is flattened out and attached to the underside of the vehicle and the rotor (the LIM reaction rail) is placed horizontally along the full length of the track. The thrust or torque developed is continuous and the vehicle moves along the track.

The LIM needs no heavy gear trains or transmissions since it acts independently

of the wheels to produce thrust. It also provides primary braking in an energy regenerative fashion. In operation there are two LIMs per vehicle mounted below the trucks. They are powered from a 600-volt DC supply, using two rails (positive and negative) and vehicle collector shoes.

The absence of rotary traction motors and their necessary transmissions reduces undercar clearances. At the same time the maintenance of brushes, commutators and bearings is eliminated and track and wheel friction reduced. This in turn increases performance ratings of the propulsion system on grades.

Another improvement on the ICTS are steerable-axle trucks which further reduce wear on both the steel wheels and steel rails. These patented trucks are also available on UTDC's other transit vehicles.

While revenue service on the 21.4-kilometre Vancouver ALRT system will not commence until 1986, to coincide with the opening of Expo '86, construction of the line is well advanced and the first production vehicles, for demonstration and testing purposes, have been delivered from RailTrans' Kingston plant after undergoing their run-in tests at the nearby test and research track.

RailTrans is also providing similar cars for the Scarborough Rapid Transit as the first application of this new transit concept for Metropolitan Toronto. With the 50 cars ordered for Scarborough and the 114 slated for Vancouver, RailTrans has built up production to a two-a-week schedule.

#### Expanding markets

In the United States, UTDC is designing and managing construction of a 4.7-kilometre elevated transit loop in downtown Detroit.

With a service frequency of 90 seconds and 13 stations, the one-way system is designed to move people throughout the downtown area and is slated to begin operation in 1985.

UTDC will also supply 54 subway cars to Boston, US in a contract it won in competition with major European and Asian transit suppliers. This is in addition to 126 cars ordered by the Toronto Transit Commission for Toronto's subway system.

UTDC technology has also been adapted for Ontario's GO-ALRT inter-regional transit program. Routes planned to extend present GO service include a western extension from Oakville to Hamilton; an eastern extension from Pickering to Oshawa; central improvements between Oakville and Pickering; and a northern link from Pickering and Oakville through North Metro, including the Pearson International Airport. Operating on exclusive rights-of-way, the vehicles will be capable of speeds up to 120 kilometre per hour at both grade and elevated sections.

(Condensed from Canada Commerce July/August 1984.)

#### Energy study in Southern Africa

A Memorandum of Understanding has been signed between Canada and the Southern African Development Co-ordination Conference (SADCC) for three energy feasibility studies relating to electric power interconnections in the SADCC region.

The Canadian International Development Agency (CIDA) will contribute \$2.865 million for the studies which will be carried out by Canadian consultants. The studies include: interconnection of the Zimbabwe and Botswana electric power grids; extension of the Zambia or Zimbabwe networks to Kazangula and Kasane in Northern Botswana; and a master plan for electricity supply to Swaziland and Southern Mozambique.

"The goal of the project is to help the SADCC member states develop a comprehensive master plan for energy interconnection that can be presented to donor countries for funding and implementation," said Minister for External Relations Monique Vézina in the announcement. SADCC is a regional organization of nine Southern African countries — Angola, Botswana, Lesotho, Malawi, Mozambique, Swaziland, Tanzania, Zambia and Zimbabwe — that are committed to accelerated economic development through regional integration and self-reliance. Angola is the co-ordinating country for energy and the Canadian consultants will work with a technical and administrative unit set up in Angola for that purpose.

## Canada and Newfoundland: partners in oil and gas management

Prime Minister Brian Mulroney and Newfoundland Premier Brian Peckford signed a long-term agreement on February 11 that gives the federal and provincial governments a joint say over offshore oil and gas management.

Announcing the agreement Mr. Mulroney said that the governments "have concluded an agreement that makes the province a full and equal partner in its own offshore development".

Mr. Peckford called the signing an historic day for the people of Newfoundland and Labrador noting that "they will be treated as an equal partner in offshore development and will be in a position to establish and collect revenues in the same way as other oil and gas producing provinces of Canada".

The accord was also signed by federal Energy Minister Pat Carney, Newfoundland Energy Minister William Marshall and federal Justice Minister John Crosbie.

The 68-clause agreement, called the Atlantic Accord, implements the agreement-in-principle of joint-management and revenue sharing associated with offshore oil and gas resources, reached between the two leaders in June 1984.

### New board established

The accord establishes the Canada-Newfoundland Offshore Petroleum Board to administer all aspects of offshore exploration and development. The board will assume the functions and operations of Canada Oil and Gas Lands Administration (COGLA) and the Newfoundland and Labrador Petroleum Directorate (NLPD) for the Newfoundland and Labrador offshore areas.

Each government will appoint three members to the board and the chairman will be independent and appointed by both governments.

Major decisions made by the board will require the approval of both governments. Until national energy self-sufficiency and security of supply have been reached, however, or if self-sufficiency and security of supply have been lost, the federal minister of energy will have the final say over the pace and mode of exploration and the pace of production.

The agreement allows Newfoundland to decide how an offshore field would be developed, including the choice of a production system. Newfoundland's choice of a mode of development, however, would be subject to a federal override if it "unreasonably delays the attainment of self-sufficiency and security of supply".

If the two governments disagree over

what constitutes an unreasonable delay, or over whether self-sufficiency and security of supply have been reached, the dispute would be settled by a three-member arbitration panel, comprising a nominee of each government and a mutually agreed-upon chairman. If the nominees fail to agree on a chairman, the selection would be made by the chief justice of Newfoundland.

The agreement gives Newfoundland authority to collect revenue from offshore oil and gas activity, including royalties, corporate income tax, sales tax, rentals and licence fees and other forms of provincial revenue and taxes that may be established.



Prime Minister Brian Mulroney (left) and Newfoundland Premier Brian Peckford holding the energy pact that gives the federal and provincial governments a joint say over offshore oil and gas management.

An equalization offset payment formula has been developed to ensure that there will not be a dollar-for-dollar loss of equalization payments as a result of offshore revenues. Beginning in the first year of production Newfoundland will receive offset payments from the federal government equal to 90 per cent of a year's reduction in equalization payments. Beginning in the fifth year of production, the offset rate will be reduced by 10 per cent for each subsequent year.

### Joint funding

A joint offshore development fund of \$300 million, to be grant-financed by the two governments in a ratio of 75 per cent federal, 25 per cent provincial, is to be established to

enable the province to develop the necessary infrastructure to meet the demands of oil and gas development. Contributions to the fund will be made over a five-year period on the basis of project requirements.

Mr. Peckford said the fund will be used to create economic activity by building roads, supply bases, and training and manufacturing facilities needed for offshore development.

### Offshore activity

Exploration for oil and gas in the Newfoundland and Labrador offshore region began in 1964 and in 1979 the first major oil discovery was made at Hibernia P-15. The Hibernia field is located 165 nautical miles (306 kilometers) east-southeast offshore St. John's. Hibernia P-15, the forty-second well drilled on the Grand Banks, had a calculated flow rate of 20 000 barrels of high quality oil a day.

Since the Hibernia discovery, 17 new wildcat wells have been drilled on the Grand Banks, nine of which have produced significant discoveries.

A total of 45 exploration agreements are in effect in the Newfoundland and Labrador region, covering a total area of 26 million hectares. These exploration agreements include commitments to drill a total of 53 wells and represent a total program value of \$2.8 billion for the period 1982-90.

Part of the reason for this activity is that the sedimentary belt covering 80 per cent of the area offshore the province is of the same type that contains 86 per cent of the world's known oil and 71 per cent of the world's known gas.

### Water protection pact

The Quebec provincial government and eight US states signed the Great Lakes Charter, a "good faith agreement" to work to protect against the excessive consumption or diversion of water from the Great Lakes.

The charter calls for: the establishment of a committee to compile data on major uses of water in the Great Lakes basin; efforts to pass legislation in each state and province to control new or increased withdrawal of water from the lakes; and regional consultation whenever a major new withdrawal of water in the jurisdiction of a state or province is contemplated.

Peter McAvoy, who headed the task force that prepared the charter for the Council of Great Lakes Governors, said projections show consumption of water from the Great Lakes doubling by the year 2000. The Great Lakes hold 20 per cent of the world's fresh water, an estimated 23 quadrillion litres.

# Faces of Winterlude '85 Ottawa's winter carnival

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The Citizen

Governor General Jeanne Sauvé (facing) with Jean Pigot, National Capital Commission chairman and Maurice Sauvé in a horse-drawn sleigh on the first day of Winterlude.



The Citizen

First prize ice-sculpture winner in the general public category went to the team of Gatineau, Quebec alderman Claire Vaive-Séguin for "Loggers of the Gatineau".

Planned for the enjoyment of the entire family, the national capital's annual winter carnival includes every conceivable type of winter fun, from pleasure skating or speedskating, snowshoeing, skiing, curling, tobogganing, sleigh rides, hockey matches, snowmobile races, dogsled races, to lumberjack contests, waiters' and waitresses' races, barrel jumping, harness racing, kite-flying, hot-air balloon rides, polar-bear swims and ice-fishing contests, as well as parades, clowns, balloons and fireworks. There's also Ice Dreams, where this year more than 100 snow sculptures were created by artisans competing for \$6 000 in prizes, and a children's 1826 winter camp, where costumed surveyors told tales of the original 1826 survey of the Rideau Canal.

Skating, dancing, singing and clapping, an estimated 60 000 people attended the opening on Dow's Lake of the seventh annual celebration that is planned and sponsored by the National Capital Commission as a tourist attraction. And throughout the ten-day event, from February 1 to 10, the festivities continued to draw large, enthusiastic crowds.

New this year to Winterlude was a professional skating show and daily demonstrations of Inuit games. Parks Canada, in celebration of its centennial, decorated the Rideau Canal and held an exhibit of historic skates and 1885 skating scenes. This year also marked the first year of Winterlude on the Fringe, an extension of the ice festival throughout the Ottawa-Hull region.



Government photo

Dog sled races are an important part of Winterlude. This year kamotiq (dogsled) rides were available for the first time. The dogs, owned by Tuullik Wilderness Adventures and Nuna Kuuk Outfitters of Ottawa and Frobisher Bay, are being trained for Canada's first attempt to reach the South Pole by dogsled.



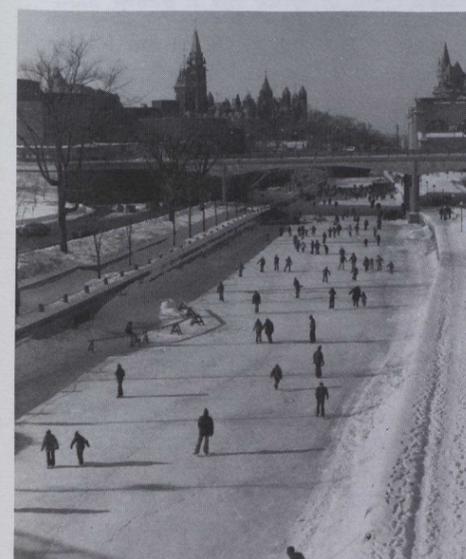
The Citizen

Members of the bed-race team of radio station CJSB collapse in laughter at the finish-line of their race. Thirty-nine teams participated in the sixth annual Great Canadian Bed Race where teams of four push beds that are mounted on wheels or skis.



The Citizen

The two-day, 160-kilometre Canadian Ski Marathon and other Winterlude ski marathons, draw people of all ages including Frank Fetter (above), 85, who skied 18 kilometres.



Government photo

Ottawa's Rideau Canal, the focal point of Winterlude celebrations and festivities.



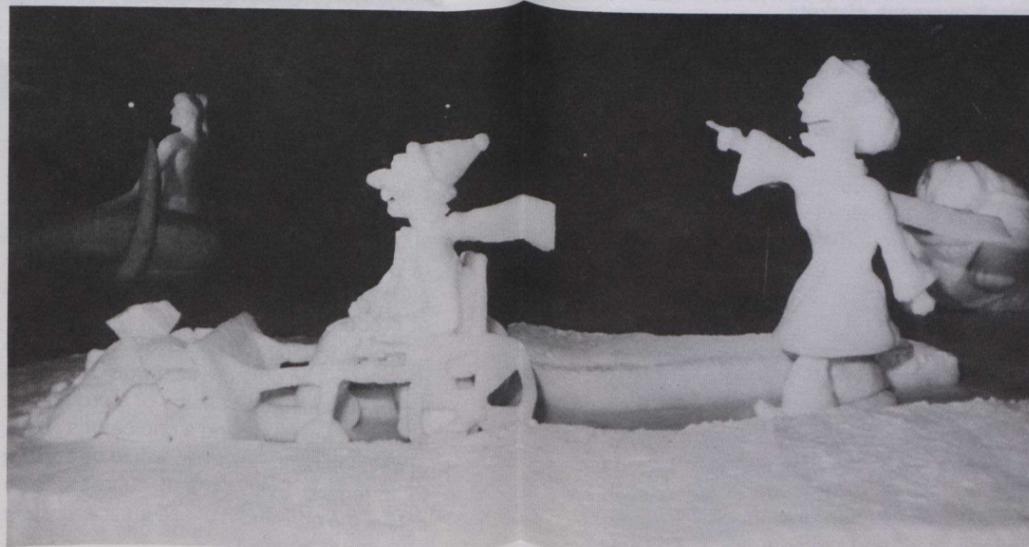
The Citizen

The open hand of friendship was the theme for College Dominicain's winning ice sculpture in the university category.



NCC

Clowns cluster around Winterlude's mascot, the Ice Hog, and provide happiness and fun for the thousands of children who join in the activities.



The Citizen

The federal government's ice-sculpture prize went to "Dashing Through the Snow" by the team of F. Brisebois.



The Citizen

Danielle Duquet drives Goodbye Skipper (5) to a narrow victory over Festin Grade (3) and Lea Mar Stan (7) in one of five quarter-mile sulky races. She was the only female driver of nine and she scored two wins and a second place finish to win the driver's competition.

## Artificial membrane could speed clinical procedures

Michael Thompson and Ulrich Krull of the University of Toronto's chemical sensors' group have received a \$2.1-million contract to commercialize an artificial cell membrane that they say can be used to analyze biochemicals in the laboratory or probe chemical reactions in the body.

The chemists have developed a sensor that mimics the chemical receptor-containing bilayer lipid membrane (BLM) of living cells. Their research has demonstrated that an artificial-membrane sensor could be more selective and sensitive than current probes or sensors that use electrodes.

The three-year contract from Allied Canada Inc. of Mississauga, Ontario, is part of the chemical company's expanded research and development program to seek new world product mandates. "We think this is a viable concept and the goal of the contract is to complete the necessary research and take the work to the point where the BLM can be incorporated into commercial products," said John Wilson, Allied Canada's vice-president of research and development.

To commercialize the BLM sensors, the membranes need to be stabilized for

long periods and repeated use. "We want to be able to combine the membranes and associated artificial receptors with permanent integrated circuits and semiconductor devices," said Dr. Krull.

### Biosensor and bioprobe

To do this, two types of device could be produced: a biosensor that might contain several different types of chip in one instrument for clinical laboratory analysis; and a bioprobe that would take its readings inside the body by being implanted or inserted through a catheter.

In each case, a chip would contain a protein that reacts with a specific chemical. Because the membrane is mounted on a tiny electrode, the presence of a chemical to which the protein is sensitive would cause ionization of the membrane — firing the electrode and sending a signal to a measuring device. This part of the contract will combine analytical chemistry with microelectronics and require the development of new substrates for the chips.

The main benefit expected from biosensors is greater speed in complicated clinical

or laboratory procedures. Current techniques require separate samples to be processed for each procedure. But sensors could be equipped with several BLM receptors to analyze several chemicals in a sample.

The researchers also want to develop implantable bioprobes that could be used to regulate artificial organs, monitor insulin levels in diabetics or check the level of therapeutic drugs and other substances in the blood.

## Trading house report

*Promoting Canadian Exports: The Trading House Option*, the report of the trading house task force, was recently released by Minister for International Trade James Kelleher.

The report includes 32 recommendations made by the task force whose mandate was to assess the importance of the trading house sector in Canada, identify its problems and opportunities and propose measures that would assist the sector in making its maximum contribution to the expansion of Canadian exports, particularly with regard to manufactured products. Trading houses were defined in the report as being those companies specialized in the exporting, importing and third country trading in goods and services produced or provided by other parties, and which provide related services to these activities.

Mr. Kelleher noted in the report's findings that trading houses play an important role in Canada's export performance, accounting for more than 13 per cent of total Canadian exports in 1983. More significantly, they account for 40 per cent of all Canadian exports to non-US markets making them an important vehicle for Canadian products to reach overseas markets.

The government plans to respond to the report's recommendations at a trading house conference to be held in Ottawa in the spring this year.

The formation of a new Council of Canadian Export Trading Houses under the auspices of the Canadian Export Association was lauded by Mr. Kelleher. "There is no doubt," he said, "that the formation of the new council would certainly improve the awareness of trading house capabilities in Canada. It will also assist in overcoming the lingering view that the use of trading houses is a second best approach for selling internationally".

The council was established to provide an accreditation procedure for trading houses; represent their interests at the federal level; and promote the services of the sector to manufacturers and producers.

## Concern and courage prevail over extreme weather conditions



Steve Fonyo, from Vernon, British Columbia faces the tough prairie winter as he continues his run across Canada on the Trans-Canada Highway east of Winnipeg. The 19-year-old runner who lost his left leg to cancer, is running 7 190 kilometres across Canada in a "Journey for Lives" marathon to raise money for cancer research. (See Canada Weekly, January 23, 1985). He has been warmly received in Manitoba where he raised almost \$200 000 for cancer research and was honoured with the province's highest award, the highly-selective Order of the Buffalo Hunt. In the presentation Premier Howard Pawley said Manitobans "are all deeply moved by this young marathoner's courage and dedication and by his determination to contribute to all in Canada who suffer, or who may suffer, from cancer".

Canapress

## Canadian landscape enjoyed in Europe

*The Canadian Landscape*, a major exhibition with works by 33 of Canada's most renowned twentieth-century artists, is being enthusiastically received throughout its current two-year European tour. In addition a special showing not originally scheduled, was held in Belgrade, Yugoslavia last November and December. This viewing represented the first time a major Canadian exhibition was presented in Yugoslavia and only the second time an exhibition of this type from Canada has been seen in Eastern Europe.

Jack Firestone, who collected and donated almost 1 300 Canadian artworks to the Ontario Heritage Foundation Firestone Art Collection from which the 33 paintings were selected, said in an interview that attendance at the exhibition has been estimated at well over 60 000.

The exhibition opened at the Canada House Cultural Centre Gallery in London, England on September 14, 1983 and in addition to the Belgrade showing, it has been on view in Plymouth, England; Madrid, Spain; Paris, France; Oldenberg, Germany and Lisbon, Portugal. It is currently at the National Gallery in Athens, Greece from where it will travel to the Palazzo Venetia in Rome, Italy, April 15 — May 15; the Musée d'Art, in Neuchatel, Switzerland, June 1-30; and to Lindau, Germany, July 11 — August 25.

Griselda Bear, a visual arts officer at Canada House, organized the exhibition in co-operation with Jack Firestone and she was also the co-ordinator for the exhibition in Europe. Financial assistance was provided in part by the Ontario Heritage Foundation, Sotheby's London and the missions that hosted the exhibition. In addition each venue produced a catalogue in the language of the country based on the English one prepared in London.

### Variation in style

The multiplicity of styles of the 33 paintings in the exhibition range from completely representational to abstract, but they all reflect Canada's varied landscape in some way. A reviewer in *The Western Morning News* in Plymouth suggested the exhibition gives "a glimpse of how Canada's landscape combines modern civilisation and high technology with untamed wilderness and tremendous challenges of human ingenuity".

According to Jack Firestone, "Canadian landscape painters tried four different methods of painting their landscape". The first group, including the Group of Seven and their followers, painted scenery on site, often in rich, bright colours. The second group like Jean-Paul



Prairie Homestead by Lemoine Fitzgerald, 1925.



Peinture grise by Jean-Paul Riopelle, 1958.



Sunlight in the Forest by Emily Carr, 1912.



Algoma Country II by Lawren Harris, 1923.

Lemieux of Quebec and Goodridge Roberts of Toronto offered more stylistic and simplified onsite landscapes. Others, like Jack Shadbolt of Vancouver, painted landscapes in their studios inspired either from memory or by emotions or moods, or like Ghitta Caiserman-Roth from Montreal, painted purely imaginary compositions. The fourth group including Jean-Paul Riopelle of Montreal and Otto Rogers from Saskatchewan express their art in abstract forms.

A number of artists reflect strong regional differences in Canadian landscape painting. Four artists represent British Columbia, two the prairie region, 14 Ontario, 11 Quebec, and two the Atlantic region.

### Largest collection

Jack Firestone has been collecting Canadian art for more than 30 years and in 1972 donated 1 234 artworks and his home in Rockcliffe which was designed to display and maintain works of art under gallery conditions, to the Ontario Heritage Foundation. He donated an additional 55 artworks in 1984. These gifts are one of the largest donations of art ever made by a single individual.

The collection which is maintained by Dr. Firestone and his wife, Barbara MacMahon-Firestone, includes paintings, drawings and sculpture by more than 100 Canadian artists covering almost a century of the country's art. The large collections of paintings by A.Y. Jackson, Alfred Casson and Arthur Lismer, three very important Canadian painters, are each housed in separate rooms. The Casson collection is unique, with one painting covering every year of his work from 1917 to 1980.



Minister of International Trade James Kelleher (right) greets Barbara MacMahon-Firestone at the opening of The Canadian Landscape exhibition in Belgrade.

## News briefs

**TransCanada PipeLines** recently reached a natural gas pricing agreement with Natural Gas Pipeline Company of America and Great Lakes Gas Transmission Company. The agreement, which is expected to result in a substantial increase in the amount of Alberta natural gas being sold to the US, applies a new pricing structure to previously contracted volumes of up to 171 million cubic feet a day of natural gas. Natural Gas Pipeline is a subsidiary of MidCon Corp. of Lombard, Illinois. Great Lakes Gas Transmission Company operates a pipeline extending from Emerson, Manitoba through Minnesota, Wisconsin and Michigan.

**General Motors of Canada Ltd.** had record sales of \$16.3 billion and a profit of \$880.8 million in 1984 compared with \$13.8 billion and \$675.6 million respectively in 1983. In 1982 the company lost \$71.6 million while sales were \$9.5 billion. With an increased demand in the US for Canadian manufactured products, GM Canada sold 651 000 vehicles to the US in 1984, an increase of 11 000 units over 1983. In the domestic market, retail deliveries by the company climbed to 477 400 cars and trucks, an increase of 64 000 or 15 per cent over the 413 400 units delivered in 1983. "For 1985, domestic market sales are expected to continue to improve and sales to the US are also expected to remain firm," said John Smith, president and general manager of the company.

**The Export Development Corporation** (EDC) has announced the signing of three allocations totalling \$8.14 million (Cdn) under credit facilities with the Bank of China to support sales of Canadian electrical substation equipment including services for the supervision of erection, testing and training to the China National Technical Import Corporation of Beijing for three transmission projects in Northern China. Two allocations totalling \$4.65 million (Cdn) support sales of shunt reactors, current transformers and capacitive voltage transformers by ASEA Inc. of Montreal and one allocation of \$3.49 million (Cdn) supports a sale of circuit breakers by Cégélec Industrie Inc. of Laprairie, Quebec.

**Candy Jones and Don Fraser** of Halifax, Nova Scotia, recently won the pairs title in the international pro figure skating competition held in Tokyo, Japan.

**Five baseball players** who started their careers in Toronto, Ontario will be inducted into the Canadian Baseball Hall of Fame on August 7. The players are: John Hiller, a former Detroit Tiger relief pitcher; Jack Kent

Cooke, the Washington Redskins owner; Ron Taylor, a pitcher who played for six major-league teams and currently is club doctor for the Toronto Blue Jays; the late Dick Fowler, the only Canadian to throw a no-hitter in the major leagues; and Carmen Bush, who has been involved in amateur baseball for 60 years. Bush and Cooke, former owners of the Toronto Maple Leafs of the International League, were named to the Hall in the builders' category. The 1985 additions bring to 16 the number of members in the Hall, founded in 1983.

## Clowning around Australia



*Dolly Hopkins, a Vancouver slapstick clown known as Gumboot Lollipop delighted audiences at the Warana Festival in Brisbane, Australia in October with her antics and impromptu shows. Combining auditory and experimental approaches she includes her audience and has no difficulty getting them involved in her act. After the festival, she was invited to remain in Australia to entertain at a number of schools and shopping centres.*

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