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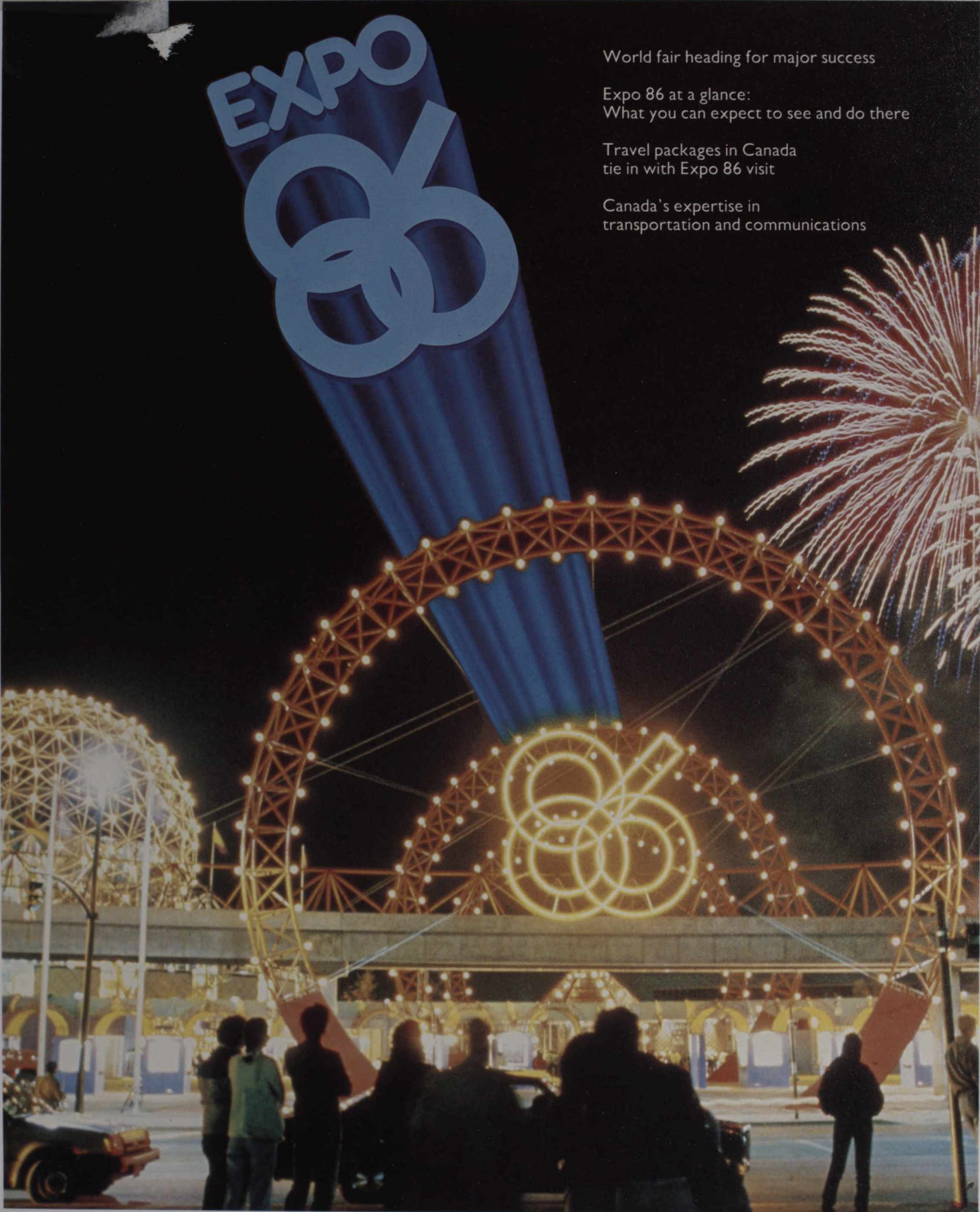
EXPO 86

World fair heading for major success

Expo 86 at a glance:
What you can expect to see and do there

Travel packages in Canada
tie in with Expo 86 visit

Canada's expertise in
transportation and communications



In this issue

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Opposite
Vancouver and Expo 86
from a height of 4 000 feet

Front cover
The east gate to Expo 86

Editorial

When Expo 86 opens in Vancouver in May next year, it will mark the end of several years of planning and the beginning of a 5½-month-long Canadian celebration.

Inevitably, comparisons will be made with Expo 67 in Montreal, which was an unprecedented national and international success. Now Expo 86 seems set to carve out for itself a unique place in the history of world fairs. Already, it has taken on the dimensions of a major international event — one that people will remember for many years to come.

More than 40 nations from every continent have so far signified their participation. Britain was the first country to accept the invitation while China and the USSR will be seen together for the first time at a major exposition.

In this issue of *Canada Today*, we look at the way Expo 86 is taking shape on its two sites in Vancouver, and we give a preview of just a few of the things that visitors will be able to see and do there.

Typical of the quality of the events being planned is the World Festival for the performing arts. It is one of the largest events of its kind ever held, and will bring together such acclaimed companies as the Kirov Ballet from Leningrad (making its first appearance in North America for more than two decades), the Royal Ballet from London, the Philadelphia Orchestra, Montreal's Les Grands Ballets Canadiens and the Vancouver Opera Association.

Other events that are scheduled range from an international air show and vintage car rally to a tall ship race and dare devil display by a motorcycle thrill

team. They, too, are backed by the same kind of ambitious planning that has gone into the World Festival.

Of particular interest to anyone contemplating a visit to Expo 86 is the range of travel packages that have been designed specifically for people who want to combine a trip to Vancouver with a trip to other parts of Canada.

In this issue, we describe a selection of the packages that will allow visitors to see Canada by road, rail, air, ship or self-drive motor home. All the tours we mention either begin or end in Vancouver during the months that Expo 86 will be open, and they take in some of the most spectacular scenery that Canada has to offer as well as the excitement of its modern cities and towns.

Also in this issue, we echo the twin themes of Expo 86 — transportation and communications. As might be expected in a large country with a small population, they are of special interest to Canada; and as a result, Canada has gained worldwide expertise in both.

In our review, we concentrate on two areas where that expertise is particularly well established — rapid transit and cellular radio.



Canadian High Commissioner

World fair in Vancouver heading for major success

Dept. of External Affairs
Min. des Affaires extérieures
SEP 18 1985



In 1965, most Canadians outside Montreal were only dimly aware that a world fair was being prepared on an island in the St Lawrence. But when Expo opened on April 28, 1967, it turned out to be the most spectacular peacetime event in Canadian history, the cause of unprecedented national euphoria and self-congratulation.

This year, most Canadians are viewing with excitement the completion of Expo 86, another world fair, which is busily under construction on the banks of False Creek in Vancouver. When it opens in May next year, it will prove every bit as successful as its much-heralded predecessor.

Certainly it is going to happen on a very large scale indeed. The main site will cover 130 acres, in the heart of Vancouver. Two kilometres away, on Burrard Inlet, there will be another large installation, the Canadian pavilion, which will later become a convention centre.

More than forty nations from five continents will be represented, along with various Canadian provinces, American states, and private corporations. Britain was the first country to agree its participation in the event. For the first time in North America, the Soviet Union and mainland China will both take part in the same exhibition. It will run from May 2 to October 13, twelve hours a day, and the people organising it expect the attendance to reach 15-million.

Catching the spirit of the times

Expo 86 — whose twin themes are transportation and communications — will celebrate the hundredth

anniversary of the arrival of the CPR on the west coast of Canada and the founding of Vancouver, just as Expo 67 celebrated the centennial of Canadian Confederation. But a world fair, if it succeeds, is much more than a birthday party. The best fairs are historic events: they catch the spirit of their times like a kind of freeze-frame.

Recently, the British architectural critic Reyner Banham remarked in the *Times Literary Supplement* that 'Expo 67 seems to be gaining retrospective stature as one of the key monuments of the culture of the 1960s.' By all accounts Expo 86 will be viewed in the same light for the 1980s.

To be truly successful, a world fair must combine showmanship, art, politics and philosophy. It must attract people with an appeal something like that of Disneyland; but to lodge itself in the consciousness of the world, it must also express the aspirations of nations and the best ideas of architects and designers.

No-one has ever worked out the combination of elements that produces both commercial success and historic importance, and that's one reason why the preparation period for a world fair is usually a trying one. But in Vancouver, the Expo 86 planners have been taking no chances. Says one of the fair's senior officials: 'It is by far the best planned world exposition ever.'

There have been two international planning meetings in Vancouver — in May, 1983, and May, 1984 — as well as a national meeting at which various Canadian thinkers were asked to share their ideas about the fair. Last January, there was an Expo 86 symposium, titled 'Tomorrow Begins Today,' at





which experts from Kenya, Indonesia, Japan, and many other places gave papers on transportation and communication.

But if experience is any guide, these elaborate preparations will blend with the creative results of a number of national, provincial, or state capitals, and the ideas produced subsequently by hundreds of architects, designers, and filmmakers.

It is this combination of creative forces coming together to produce something unexpected that makes a fair like Expo 86 so exciting and so engrossing.

World fair fever

What had happened in Vancouver is world fair fever. One American historian of fairs has compared them to potlatch, at which west coast Indians competed to give away increasingly expensive objects; in the context of British Columbia, the image seems unusually apt.

At a fair, national governments (and provinces, states and corporations) compete to prove their stature by displaying their wealth and ingenuity; the host government naturally makes the most lavish show of all. Like a potlatch, a fair is an elaborate form of boasting.

Of course, Expo 86 will attract visitors — many thousands of them — which will do wonders for Vancouver — ‘a city preparing to take its place on the world stage,’ — according to the advertising for Expo 86. So the province will get its investment back, many times over.

As for the visitors, what can they expect to see at Expo? A great many exhibits dealing with high-speed trains, hydrofoils, telephone switching systems and satellites. An array of tall ships. An enormous amount of entertainment, including a World Festival that will bring such organisations as the Royal Shakespeare Company to Vancouver for the first time. Many fun-park amusement rides. A good many historical surveys of transportation in this or that province or country. And, of course, a great deal of imaginative architecture: Eberhard Zeidler, who

designed Ontario Place and the Eaton Centre in Toronto, is designing the pavilions for both Canada and Ontario.

But most of the content remains, at this point, a mystery. China, for instance, has so far divulged nothing about what it will show in the space set aside for it. The host country, or province, can only make space available and then hope for the best. The advertising for Expo 86 (‘World in Motion, World in Touch’) is purposely vague, like the advertising for Expo 67 in 1965.

The traditional subject of a world exposition is the future, and the traditional mood is hopeful. At New York in 1939 as at London in 1851, the exhibits showed the new industrial developments that would presumably make life more stimulating and pleasant; just beneath the surface of every exposition, or sometimes on the surface itself, there’s always a glimpse of the Utopia that the world’s planners have in store for us.

But these days, that is getting harder to do. Few people believe in Utopia, and not everyone believes in the future. One of the people who have followed the symposia and planning meetings around Expo 86 was recently asked to predict the mood of the fair. He said that as far as he could see: ‘The overall mood is likely to reflect a searching for some sort of meaning about what the world is coming to. It’s likely to express an uncertainty. I think that what people are going to come away knowing about is the extreme difficulty of predicting the future.’

In a sense, a world exposition in the 1980s is a kind of philosophical contradiction, and perhaps that’s what makes it so appealing. In a time when most of the old Utopian idealism is discredited, when most governments are frightened about the future, Vancouver and BC are proposing to entertain themselves and the world with an examination of some of the most stimulating ideas available.

In a time of pessimism, just holding a world exposition is in itself extravagantly and defiantly optimistic.

Expo fair follows long line of tradition



British Columbia’s glass pavilion.

If the international exposition has a father he’s Prince Albert, Queen Victoria’s husband, who sponsored the first great fair in 1851 in London. That exposition set the pattern. Sir Joseph Paxton’s 18-acre-iron-and-glass Crystal Palace, which housed the fair, anticipated crucial elements of modern architecture — and ever since, architects have been using international expositions as testing grounds for their ideas.

The contents of the Palace were also typical of fairs to come. Forty nations showed the latest products of the industrial revolution, such as the mechanical grain thresher. Since then industrialists and engineers have competed to show their latest products at world fairs.

Prince Albert’s exposition summed up the industrial revolution and set the standard by which ambitious exposition planners judge themselves. All

of them, in one way or another, have tried to make a mark on history.

When they have succeeded — as at Expo 67 or the New York fair of 1939 — it has been through what seems at the time like a magical accident. Occasionally, the fair builders rise above the mundane promotion of industrial products and political ideologies; the spirit of the time, always difficult to define, somehow enters their best exhibits and transforms them into emblems of the moment.

When that happens, a world exposition becomes for the audience a source of inspiration as well as a pleasant outing. Then, long after, people write books about it, like Burton Benedict’s recent *The Anthropology of World’s Fairs*, about the Panama Pacific International Exposition of 1915 in San Francisco; or make movies about it, like Vincente Minnelli’s *Meet*

Me in St Louis (1944) with Judy Garland, which was distantly related to the Louisiana Purchase Exposition in 1904.

Expositions also make reputations and set trends in motion. At the Philadelphia Centennial Exposition of 1876, on the anniversary of the Declaration of Independence, Alexander Graham Bell introduced the telephone, and Japanese design entered the mainstream of American taste. Paris's 1889 world fair, celebrating the centennial of the French Revolution, left behind the Eiffel Tower, a landmark in architectural engineering as impressive as the Crystal Palace.

The Columbian Exposition of 1893 at Chicago, a scrupulously integrated fairyland of Greek and Roman designs, made the Classic Revival style chic in the heartland of the United States. Ludwig Mies

van der Rohe's elegantly severe German pavilion for the international exposition at Barcelona in 1929 enormously enhanced Mies's reputation and speeded up the acceptance of modern architecture around the world.

Picasso made his most famous painting, *Guernica*, as a mural for the Spanish pavilion at the unsuccessful Paris exposition of 1937. Moshe Safdie, the builder of Habitat, entered Expo 67 as a recent architecture graduate and emerged from it a major international architect.

The tradition of the international exposition is historically rich and infinitely promising. At its best it can stimulate the great imaginations of the day and provide a meeting place for some of the best ideas of mankind. Expo 86 will be carrying on that tradition next year in Vancouver. 🍁

Expo 86 at a glance



The site

Expo 86 will be located on two separate waterfront sites, both of them in the heart of downtown Vancouver within easy walking distance of major hotels, theatres, restaurants and other recreational facilities.

Vancouver is the largest port on the west coast of the Americas. It is home to more than one million people, and as a major convention city it is accustomed to handling as many as 10 million visitors a year. The city is young, sophisticated, cultured and cosmopolitan.

The pavilions

Canada Place will be the largest and most complex pavilion at Expo 86, presenting exhibits and enter-

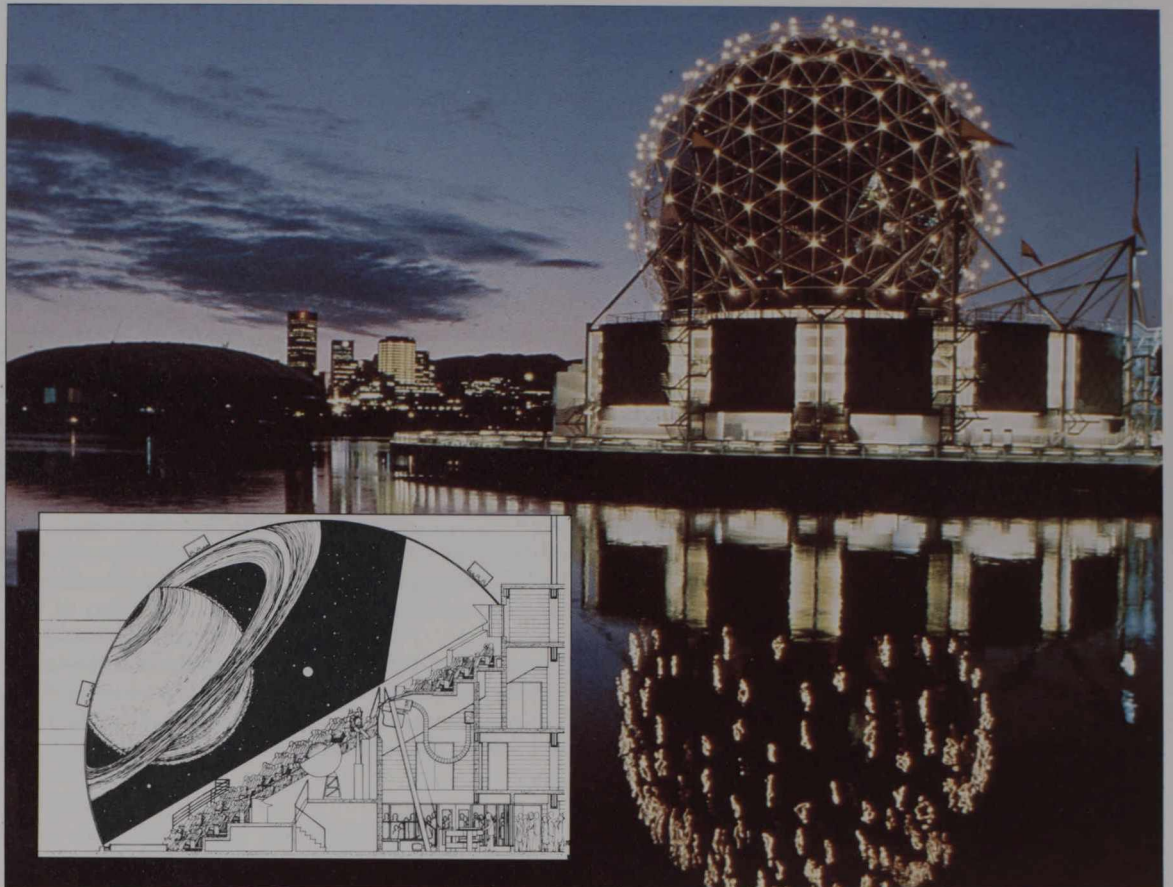
tainments that will display the excitement and excellence of Canada.

The welcoming area will use a multi-screen presentation to illustrate Canadian creativity. Inside, new Canadian technology will be highlighted with a remote-sensed view of Canada from space, while



CANADA PLACE

Expo Centre, with inset showing inside of the Omnimax Theatre.



the lofty main hall, under the pavilion's sail-like roof, will feature the hands-on technology of today and tomorrow on land, in the air and through electronic networks. Other areas will lead visitors underwater and into space, as well as along the Canadian shoreline and into the Arctic.

Canada Place is really several buildings all on one site. After Expo, it will consist of a hotel, cruise-ship terminal, World Trade Centre office building, giant-screen movie theatre and eventually an international trade and convention centre.



Canada Place — several buildings in one.

On the main Expo site, a key attraction will be the Expo Centre — a 17-storey-high geodesic dome containing theatres, exhibits, restaurants and shops. Among the attractions will be Canada's first and the world's largest 500-seat Omnimax Theatre where viewers will be able to see the 18-minute Omnimax film, *A Freedom to Move*, by an award-winning Canadian crew.

The film is a sensory voyage that transports the viewer from the frozen tundra of the North Pole to the sun-baked flats of the Mohave Desert, and beyond to the far regions of space.

Inside the 323-seat Futures Theatre, visitors will be able to forecast the future at the first interactive theatre in Canada. By pressing buttons located in the arms of their seats, the audience will vote on possible

future scenarios in world transportation and communications.

The third Expo Centre presentation, *Design 2000*, is a dynamic walk-through exhibit presenting other ideas of what may happen in the future.

Among the other 78 pavilions will be the UK Pavilion, featuring the best of British products, technology and expertise in the transportation and communications fields. The UK Pavilion will also recall Britain's epoch-making 'firsts', such as the first railway locomotive (1804), the first jet engine (1941), and the first computer designed for commercial use (1953).

As well as representation from every major country of the world there will also be six provincial pavilions — sponsored by British Columbia, Alberta, Saskatchewan, Ontario, Quebec and Nova Scotia — two other federal pavilions — sponsored by the Northwest Territories and the Yukon. They will show the development of transportation and communications in Canada, from the early canoe routes through to the latest technology of today and tomorrow.

Transportation on site

In keeping with the Expo theme of 'World in Motion, World in Touch', a number of advanced transportation systems have been developed to help people move on, and to and from, the two Expo sites.

The main site is connected end-to-end by a 5.5 kilometre monorail system, elevated five metres above the ground and offering its passengers a



Many of the pavilions extend over the water of False Creek.



Elevated monorail at Expo 86.

panoramic view of the exposition, and by an intra-site ferry service, stopping every few hundred metres along the shore. Backing this up are two skyride transportation systems, the Air Canada and Canadian Pacific gondolas, serving each end of the site.

Between the main site and Canada Place, visitors will be able to travel on a new electrically powered light-rail transit system developed in Canada. Or they may choose to travel by water *via* a speeding hydrofoil or hovercraft, as part of the Expo 86 intersite ferry system.

The transportation and communications theme of Expo 86 will also be emphasised by the inauguration of the Vancouver Regional Rapid Transit (VRRT). It will eventually connect downtown Vancouver with all its suburbs.

Special events

Throughout the 5½-month-long Expo 86, there will be races, regattas and rodeos, plus a variety of showcase events. Visitors will enjoy musical spectacles, film and theatre festivals, arts and science exhibits, folk fairs and sporting events.

As an examples, the 'World Festival' will be an international showcase for the performing arts, covering theatre, dance, music, opera, popular entertainment, folk music, crafts and the visual arts. It will be just one of the special events (see separate article on World Festival).

Among the events that are scheduled are:

RCMP Musical Ride	May 2 — Oct 13
Water-Ski Show	May 2 — Oct 13
Ship Construction	May 2 — Oct 13
Aircraft Construction	May 2 — Oct 13
Steam Expo	May 23 — Jun 1
DC-3 AIRMADA	Jun 7
International Tattoo	Jun 28 — Jul 5
Vintage Car Rally	Jul 6 — Jul 10
Innovative Vehicle Design	
Competition	Jul 14 — Jul 19
Tall Ships	Jul 26 — Jul 31
International Air Show	Aug 8 — Aug 10
Motorcycle Thrill Team	(no dates available)

Ticket prices

Tickets to Expo 86 will be available on a season pass, a three-day pass and a one-day ticket basis.

The single-day ticket will cost \$20 per adult and \$10 per child (ages 6-12). Children under five may enter free.

A three-day pass will cost \$45 per adult and \$22.50 per child. Again, children under five will be free.

Included in the admission price is entrance to the more than 80 pavilions, all displays, specialised demonstrations and most on-site entertainment.

Unlimited use of the monorail, cable skyways and intra-site ferries is also included, as is transportation by the new regional rapid transit system between the main site and Canada Place. ♣

World Festival celebrates international performing arts

Among the many attractions at Expo 86 will be the 'World Festival', the largest international celebration of the performing arts that Canada has seen since Expo 67. Below is a partial list of scheduled events, indicating the quality and range that visitors to Expo 86 can expect to enjoy.

- Leningrad's legendary Kirov ballet will make its first North American appearance in more than two decades at Expo 86. The Kirov will present *Swan Lake* and a new ballet, *The Knight in the Tiger's Skin*, choreographed by the company's artistic director Oleg Vinogradov.
- Great Britain's Royal Ballet will perform Sir Kenneth MacMillan's *Romeo and Juliet* and the North American premiere of his *Le Baiser de la Fee*; Sir Frederick Ashton's *A Month in the Country*; and a world premiere by David Bintley.
- The Vancouver Symphony will present five events, including soprano Dame Kiri Te Kanawa and mezzo soprano Dame Janet Baker with Maestro Rudolf Barshai conducting both concerts. Later concerts, conducted respectively by Kazuyoshi Akiyama and Gerard Schwarz, will feature trumpet virtuoso Maurice Andre and the French piano duo of Katia and Merielle Labeque.
- The VSO will also perform a concert of contemporary music.
- The Vancouver Opera Association will present Bizet's *Carmen*, with Canadian mezzo soprano Jean Stilwell in the title role.
- The Philadelphia Orchestra, conducted by Riccardo Muti, will give two performances.
- The World Drum Festival, under the artistic direction of percussionist John Wyre, will be held in the second half of July.
- The Ballet Gala will spotlight three world-renowned Canadian ballet companies. Montreal's Les Grands Ballets Canadiens will offer a new work by James Kudelka. The National Ballet, Canada's largest dance company, will present the world premiere of a work by choreographer Helgi Tomasson. And the Royal Winnipeg Ballet will present another world premiere by Canadian choreographer Sandra Neels.
- Five choreographers have received commissions for new works to be premiered during Dance in Canada.
- And the Vancouver Playhouse, BC's oldest and largest professional theatre company, has commissioned *Lysistrata 86* (working title), a musical by Canadian playwright Sharon Pollock with music by Bruce Ruddell. ♣

Travel packages tie in with visit to Expo 86

Some of the finest mountain scenery is near Jasper and Lake Louise.



Building a holiday around a visit to Expo 86 is something that many travellers to Canada will be doing next year. And they'll find that there is an abundance of Canadian packages that can have the 'Expo element' (ie reduced rate accommodation,

transfers to and from the site, etc) built into them.

Some travellers will plan their trips around a special Expo event, such as the vintage car rally that will be featured from July 6 to July 19, or the international air show that runs from August 8 to August 10.

But whenever visitors plan to go to Expo, there will be a coach/air tour, a fly/drive package, a motor-home holiday, a resort vacation or even a ranch visit that can take them to the Canada that lies outside Vancouver.

Here is a sample of the array of Canadian travel packages that are available for 1986. More information on these — and other packages — may be obtained from any travel agent, or by contacting: Tourism Canada, Canada House, Trafalgar Square, London SW1Y 5DR. Telephone: 01 629 9492.

Totem circle tour

This is a 13-day fly/cruise/coach tour that takes in some of the most spectacular scenery that Canada has to offer. It starts in Vancouver and takes travellers to Vancouver Island to Ksan — an authentic Indian village — and on a leisurely trip



Self-planned tours can include visits to Canada's many beaches.

through Jasper National Park.

Travellers can see some of the finest mountain scenery in the world when they drive through Jasper and Lake Louise to Banff.

From Banff, the tour heads west to the Great Divide, where the water flows both east and west; then across Kicking Horse Pass into Yoho National Park, and through the tunnels and across the gorges of the mighty Fraser Canyon. Finally, the route follows the fertile Fraser Valley back to Vancouver.

Camp-as-you-please

These motor-home holidays are an ideal way for families to see Canada economically and enjoyably. They have general appeal, too, for anyone who wants to avoid any accommodation 'squeeze' in Vancouver during the Expo period.

Visitors can collect their motor-homes and equipment from any one of several points across Canada. These include: Vancouver, Calgary, Edmonton, Toronto, Ottawa, Montreal and Halifax.

Some of the motor-homes have to be returned to the city of departure, but others can be collected in one city and dropped off in another.

The Royal Hudson steam special makes the return trip from Vancouver to Squamish daily.



Authorised agent for Expo 86

Expo 86 in conjunction with Tourism British Columbia, has designated the A T Mays Group — a major British group of travel agents — as the authorised agents for Expo 86.

A T Mays, which has more than 200 retail travel agency outlets throughout Great Britain, will offer help with every aspect of individual and group travel for tourists and business travellers, including Expo exhibitors and incentive travel and conference organisers.

Staff will be given detailed briefings on all aspects of Expo 86 and will also be provided with on-site training in Vancouver.

The products and services they offer will cover the complete range of programmes that are available from Canadian Holidays and Travel Associates, the consortium of UK-based travel suppliers who are recognised experts on Canadian travel and tourism.

For further information telephone 01-235 6575.

Canadian expertise reflected

Canada is a huge country with a small population. It is 3700 miles wide and stretches more than 3000 miles from north to south, yet it is shared by just 25 million people. The result is that transportation and communications — the twin themes of Expo 86 — have always been extremely important in linking the various parts of the country together. And that, in turn, has meant that transportation and communications are two areas where Canadians have developed a special expertise which is second to none.

Below, we present a brief look at just two of the areas where that expertise is particularly well established: rapid transit in transportation, and cellular radio in communications.

Canadian firms world leaders in rapid transit technology

Modern rapid transit moves large- and medium-size populations efficiently, quickly and safely. Canadians have acquired a broad range of rapid transit experience, which spans the steel-wheel/steel-rail system in Toronto and the rubber-tyred Métro in Montreal.

The Montreal system operates in a completely closed environment. The rubber-tyred suspension permits safe, reliable acceleration and braking on grades up to 6.5 percent. Because trains are closely spaced and make frequent stops, the cars — built by Bombardier Inc — are equipped with four double doors per side to allow rapid passenger exchange. Stopping time at stations can be as short as ten seconds.

Toronto's subway is based on steel-wheel technology, which permits the system to operate reliably during winter months in open sections. Except for the first 140 cars, all Toronto Transit Commission stock has been manufactured in Canada.

Toronto's most modern cars were built by the Canadian Car Division of Hawker Siddeley Canada Inc. In 1984, this division became a wholly owned subsidiary of the Urban Transportation Development Corporation (UTDC).

The two major Canadian manufacturers — Bombardier Inc and UTDC — have an on-going commitment to improving rapid transit and bringing the systems of the future to today's cities. Both are recognised worldwide as transit industry leaders.

Bombardier Inc

Bombardier's business is the design, development, manufacture and marketing of transportation-related equipment and products: mass transit vehicles, engines, military trucks, all terrain tracked vehicles, motorcycles and snowmobiles.

The range of its rail transit vehicles enables it to meet the needs of the three major mass transit sectors: urban, suburban and intercity transit.

As a result of manufacturing license agreements concluded with European, Japanese and US manufacturers, Bombardier holds the design and manufacturing technology related to the production of all urban transit equipment — people movers,

rubber-tyred subway cars, steel-wheeled subway cars and light rail vehicles — as well as suburban transit equipment such as bi-level self-propelled commuter cars and commuter train coaches.

For intercity transit, the company — in cooperation with two other Canadian corporations, Alcan and Dofasco — has developed the only higher-speed passenger train of North American design, the LRC train (Light, Rapid and Comfortable). The LRC train is also one of the few higher-speed trains in the world that is designed to be operated on existing railway tracks, thus cutting substantially the investment required to put it into service.

In North America, Bombardier has two assembly plants for the production of mass transit equipment: one at La Pocatière, Quebec, the most modern of its type on the continent, and the other, built in 1981, at Barre, Vermont.

In 1982, Bombardier was awarded a contract valued at \$1 billion to supply the Metropolitan Transportation Authority of New York with 825 steel-wheeled subway cars. This order, the largest export contract ever granted a Canadian manufacturer, earned for Bombardier a place high among the leading manufacturers of mass transit equipment.

UTDC

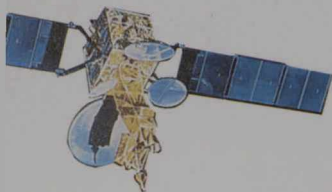
The UTDC and its subsidiaries have recently completed (or are completing) contracts for several major rail projects: 126 subway cars for Toronto; 54 subway cars for Boston; 50 double-ended articulated light rail vehicles for Santa Clara County; 50 articulated light rail vehicles for Toronto; and intermediate capacity Advanced Light Rapid Transit (ALRT) systems for Detroit, Toronto and Vancouver.

Together with Bombardier the company is also participating in a project to provide double-decker passenger rail cars for VIA Rail Canada Inc.

UTDC's activities are centred at its Transportation Development Centre (TDC) near Kingston, Ontario. This 480-acre site is home to over 800 engineers, technicians, scientists, mechanics, assemblers, researchers and support staff. The TDC is the only major facility in North America, devoted solely to the development and testing of transit systems and their major components.

The TDC also provides both operators and manufacturers with the facsimile of a transit operating environment for testing vehicles and equipment and for training personnel without disruption of revenue service. For example, the TDC has a fully-equipped training centre, which is being used to train its ALRT customers in system operation.

The ALRT system — designed, developed and built by UTDC — runs, for the most part, on slender guideways elevated six to eight metres above congested automobiles and buses. Compact, lightweight cars on steel rails are powered by Linear Induction Motors (LIM). These advanced motors have no moving parts, thereby reducing maintenance. They work by creating an electromagnetic field that reacts with an aluminium-iron alloy plate placed between the two rails. To change speed or direction, operators simply change the power level or reverse the electric field. UTDC's ALRT system is the first application in the world of LIMs in transit service.



in Expo 86's twin themes



ALRT system operates automatically without driver or guard.

The ALRT vehicles are quiet — creating less noise than a diesel bus. This is because of their motors, and because each vehicle has steerable axles that virtually eliminate the squeal and grinding normally made by rail vehicles with rigid axles. Also, the rail is continuously welded to reduce the traditional 'clackety-clack' of railways. The patented UTDC steerable axle trucks are the first application in the world of this advance in transit service.

The ALRT system operates automatically without a driver. Closed circuit TV monitors station activity and if any emergency arises each car is equipped with an alarm system. Information on speed and position comes from micro-computers on board each train transmitted to a Central System Management centre.

The centre automatically receives and verifies commands from the vehicle control computer and issues instructions for the braking or propulsion. Dispatchers in the control centre monitor train movements and passenger security.

Residents of Vancouver were the first people to sample the futuristic delight of the ALRT system, when a demonstration service began in 1983. A full ALRT system will be operating throughout Vancouver by January 1, 1986 — in time for Expo 86.

Cellular radio a leap forward in mobile telephone service

The introduction of microprocessors and digital technology in the telephone network may be one of the most important technical advances in the telecommunications field in the last decade, but the most significant development in mobile telephone services is without doubt cellular radio.

In Canada, cellular radio equipment will be designed and produced by companies such as NOVATEL, an Alberta-based corporation. Also, Northern Telecom, Canadian General Electric Co,

and Motorola Canada will be involved in supplying equipment and marketing services.

Cellular radio is expected to attract up to 130 000 Canadian subscribers within the next five years. This rapid growth can be attributed to improved service levels, North American standardisation that will result in widespread service availability, a greater variety of service offerings and applications, and reduced cost of the mobile unit.

The creation of cellular radio networks will involve an investment of approximately \$500 million, and an additional \$300 million will likely be spent on the acquisition of cellular radio equipment.

First systems were manual

The first mobile telephone systems were essentially 'manual' in operation. A caller would use a switch to select a radio channel. Next, he would identify himself verbally to the telephone operator and state the telephone number required. This manual operation might have been acceptable if combined with rapid access to a radio channel. In practice, however, only 12 channels were available in the 150 MHz VHF radio band, restricting the number of possible simultaneous conversations in any given region to just 12.

By the end of the 1970s, an automatic system using the 450 MHz UHF band became available in certain areas of Canada. This offered an alternative to the user who desired automatic dialling without operator intervention. However, the new system never had the success expected, as it too was limited to the use of only 12 channels.

Cellular radio makes use of some 600 radio channels in a new higher frequency band designated for its use (800 MHz). The large number of channels available for cellular service is itself a major advance. But the greatest advance of cellular radio is the new concept of dividing the channels among a number of small geographical areas, or 'cells'.

In a conventional radio-telephone system, a powerful transmitter located at a high point in the centre of the service area is used to communicate with the mobile telephone. The same channel cannot be used for more than one conversation within the area covered by the transmitter.

However, if the same territory is divided into small geographical areas or cells with a low-power transmitter serving each cell, then each channel can be used simultaneously within other cells, provided that two cells using the same frequency are separated by other cells. As well, each cell can be further subdivided, if warranted by mobile telephone service demand in that particular cell.

The large number of channels shared and re used among the various cells in an area gives cellular radio virtually unlimited mobile service capacity. Calls from each cell are controlled by a central computer that handles all cells in a given service area. Along with other tasks, the computer ensures that a mobile telephone crossing a cell boundary is transferred to the frequency associated with the adjacent cell.

Thus, vehicles can move throughout a service area without interrupting a conversation. The computer will automatically transfer the call from one cell to another without the user being aware of it. ♦

International

Canada begins review of its foreign policy

Canadians must take a hard look at foreign policy if they want to compete in international markets and influence world peace, says a discussion paper released by External Affairs Minister Joe Clark.



External Affairs Minister Joe Clark

The green paper on foreign policy – which outlines government options – says Canada can no longer take its prosperity and national security for granted, nor isolate itself behind barriers. 'The world will not allow us that luxury. The whole range of international issues – economic, political and security – now extends unavoidably into our daily lives.'

The paper asks about 50 questions on a wide range of topics from defence to development aid, human rights and Canada's traditional roles in international institutions and relations with various countries and regions of the world. But the main emphasis is on economic issues, particularly trade and competitiveness and their effect on jobs and the standard of living. 'All countries are affected by economic developments in other countries,' the paper says.

The green paper points out that the most direct threat to Canadian security comes from the Soviet Union's military capabilities and 'antipathy to our values', as well as from the consequent distrust and competition between East and West. It notes that the 'economics of security' are a problem for all countries.

It acknowledges the declining state of Canada's military equipment, and says Canadians

will have to decide how much they want to spend to improve it 'when our budget deficit is so enormous.' The paper touches on other key defence issues, including the American research programme on space-based weapons, the Strategic Defence Initiative. And it asks whether there are new, practical ideas that Canadians can bring to multilateral arms control discussions.

The paper notes that faith in multilateral institutions in general and the United Nations in particular is flagging, but it seeks ways to revive them. Also, it asks whether Canada should encourage a return to United Nations sponsorship of peace-keeping operations.

Other questions raised in the paper include: Do Canadians believe that declaring support for nuclear freeze proposals builds confidence or leads to eventual reductions in such weapons? How can Canada and other countries work to change apartheid, 'South Africa's repugnant form of legalized racial discrimination,' without isolating that country? Is foreign investment part of the problem or part of the solution? Are aid programmes in central America an adequate contribution to stability or should Canada involve itself more?

Canada ratifies European convention

Canada has ratified the European Convention on the Transfer of Sentenced Persons, signed at Strasbourg, France, headquarters of the Council of Europe, on March 21, 1983. The convention came into force on July 1, 1985, and will be binding on Canada from September 1, 1985.

Canada is not a member of the Council of Europe, and this marks the first time it has endorsed a convention developed by the Council. Drawing on Canada's experience in the transfer of offenders, Canadian experts were instrumental in the drafting of the convention.

Under the convention, Canadians imprisoned in countries which are party to it, will be allowed to serve the remainder of sentences in Canada. The transfer of

sentenced persons will take place only at their request and after all rights of appeal have been exhausted in the sentencing country. Also, all transfers will be subject to approval of both the countries involved.

This is Canada's seventh treaty on the transfer of offenders: bilateral agreements are in force with France, Mexico, Peru, and the United States, while those with Bolivia and Thailand await ratification.

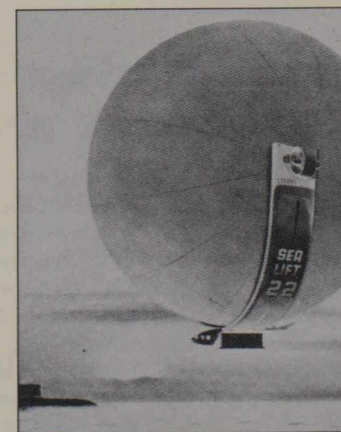
In addition to Canada, five countries – France, Spain, Sweden, Britain and the United States – have ratified the convention. Other states among the 21 members of the Council of Europe are expected to become parties to it.

Trade

Canadian companies a hit at offshore exhibition

When 36 Canadian companies participated at the recent Offshore Technology Conference and Exhibition (OTC 85) in Houston, Texas, they presented one of the world's most comprehensive displays of offshore technology, leading to the signing of many new contracts. On-site sales amounted to \$7.2 million, and some \$109.8 million in follow-up orders were also made.

In addition, the companies at the national stand, sponsored by the Department of External Affairs, appointed 17 agents and distributors for their products and services, with another 42 agents pending, and received more than 640 serious inquiries.



Artists concept of a heavy-lift airship

The products and services displayed by the Canadian companies at the trade fair included drilling units, ice-breakers, oceanographic survey services, submersibles, diesel engines and custom engineered equipment products and technical services.

Survival and immersion suits, heavy lift air vehicles, wire ropes, offshore pressure vessels, cranes, remote-controlled underwater vehicles, colour imaging sonar, recovery units, solar-powered intelligent buoys and helicopters, were also among the items on view.

For further information about these exhibitions, contact: Commercial and Economic Division, Canadian High Commission (see address inside cover).

Com Dev expands into European market

Com Dev Limited, a major Canadian supplier of microwave components and sub-systems for the communications satellite market in North America, has established a wholly-owned subsidiary in the UK (at Tring in Hertfordshire) as part of its expansion into Europe.

Com Dev is a private Canadian company, incorporated in 1971, which has experienced rapid growth over the past few years (1984 turnover was \$21 million). The company's success is based on supplying advanced microwave equipment to major communication spacecraft contractors, both in North America and in Europe. Thirty-four communication satellites now in orbit carry Com Dev equipment; by 1988, more than 60 satellites will be in orbit with Com Dev equipment.

Many of Com Dev's high-power earth station products are spin-offs from equipment originally developed for a space environment. Virtually every major builder of earth stations in the western world uses some Com Dev components. Recently, Com Dev extended its business into defence systems, signal processing and antenna systems.

The company is already supplying microwave equipment on the European Space Agency

Olympus Programme. This equipment is incorporated into the specialised business services payload, the direct TV broadcast payload for Italy and the experimental 20/30 GHz payload. Com Dev also has subcontracts on the European earth resources satellite ERS-1 and the Italian national communication spacecraft, Italsat.

Strong links exist between Canada and the UK in communications and space technology, and it is expected that the establishment of Com Dev's European facility will help strengthen those ties.

Business

Conrad Black buys stake in Daily Telegraph group

Canadian multi-millionaire Conrad Black has become the largest single shareholder in the company that publishes the Daily Telegraph and the Sunday Telegraph. The Toronto-based Black paid \$17.3 million for a 14% stake in the Telegraph group.

The new capital that was raised through the sale of Telegraph shares will be used to build two new printing plants. The Telegraph group also wants to negotiate with the printing unions that dominate key areas of Fleet Street to introduce new cost-saving technology that would give the papers a new lease on life.

Control of the newspapers will remain in the hands of the Telegraph's Berry family, headed by Lord Hartwell. Black, aged 40, already owns Sterling Newspapers Ltd in British Columbia. However, his main interests are in mining and industry. One of his most successful companies is Toronto-based Norcen Energy Resources Ltd. It had an operating profit of \$82 million last year.

Government

Three provincial governments facing major changes

For the first time in more than four decades, Ontario has a different political party in power. Since 1943, the Progressive Conservative party has formed

the government in Ontario, but now the Liberals are in charge.

The change in government came as the result of the provincial election that was held in May of this year. In that election, the Conservatives won four more seats than the Liberals; however, the Liberals won the backing of the third major party, the New Democrats, and were able to defeat the Conservatives in a vote of non-confidence.



Premier David Peterson of Ontario

The Liberals' leader, David Peterson, is the province's 20th premier. He studied law at the University of Toronto and was called to the bar in 1969. However, instead of practicing law, he joined a family-owned business that imports and distributes electronic equipment. He was elected to the provincial legislature in 1975 and became leader of the Liberal party in 1982. Peterson is married, with three children.

Elsewhere in Canada, there are other important changes underway. In Alberta, Premier Peter Lougheed has announced his plans to retire after more than a decade in the job. A successor will be chosen at a Progressive Conservative leadership convention this autumn, and he or she will become premier almost immediately. Lougheed will retain his Calgary West seat in the provincial legislature, but only until the end of this year.

Meanwhile, in Quebec, Premier Rene Levesque has also announced his plans to retire. His party, the Parti Quebecois (PQ), came to power in 1976 and was re-elected in 1981. However, it has lost 26 by-elections in a row, and its majority in the Quebec

legislature has been reduced to a single seat.

Opinion polls put the opposition Liberal Party 20 percentage points ahead of the PQ in terms of popularity among Quebec's six million voters. A provincial election is expected this autumn, and must be called by next spring.

Environment

Early warning system detects acid rain

Environment Canada is setting up an early-warning system, claimed to be the first of its kind, which will detect acid rain across Canada.

The Acid Rain National Early Warning (ARNEW) system is a coast-to-coast network of 110 forest plots set up in strategic zones with varying degrees of acid deposits. Each plot contains 75 trees from six species, various soils and drainage, as well as different geography and climate.

The ministry says 25 plots in the Maritimes, 13 in Ontario and three in British Columbia are in operation. The rest will be in place by the end of this year.

Edward Kondo, director of the ministry's forest insect and disease survey says that damage detected by his staff will be published by Environment Canada, and remedial action will be taken after determining its cause and extent.

Technology

Canadian technology helps relieve food shortages

Agrodev Canada Inc, a subsidiary of Envirocon Limited of Vancouver, British Columbia, is successfully applying Canadian agricultural technology to developing farms in near-desert conditions, in an effort to provide long-term solutions to the food shortages in Africa.

A 10 000-acre farm created at Sim Sim in Sudan has been in production since 1982 and is the first modern mechanised farm in the region. Using Canadian equipment and techniques, Agrodev seeded 3 700 acres the first year and 9 000 acres the

second, obtaining yields two to three times higher than neighbouring farms that employed other methods.

'Early results suggest that techniques of the Canadian prairies, blended with local experience and conditions, may well lead to significant advances in Sudanese mechanised agriculture,' says Ken Lucas, president of Agrodev Canada. He adds that there are many opportunities for investors to establish permanent farms in the Sudan. 'The area covers 60 million acres and we expect this farm will be the first of several built around a service centre.'

Lucas also says there are good possibilities for Canadian agricultural technology in other Third World countries. Agrodev has exported Canadian agricultural technology to more than 25 countries since it was established in 1976.

The project in Sudan is being carried out for the Canadian International Development Agency. Under its arrangement with commodity broker Gulf International, Agrodev has been able to convert sorghum into cash or trade it for fuel. Agrodev is also developing a farm in Madagascar for Gulf International that will export its entire production.

*Agrodev Canada Inc
475 West Georgia Street
Vancouver
British Columbia*

Fibre optic fusion for telecommunications

A team of Bell-Northern Research (BNR) researchers has developed a new advanced fibre optic fusion splicing set, which can join two pieces of the hair-thin optical fibres with precision.

The fusion splicing set was designed for use with single mode fibre that can carry more information at greater speed than multimode optical fibre, which has been in use for about ten years.

In the splicing process, a short burst of heat is produced by an electric arc located near the microscope's base, which melts and fuses the optical fibres.

The fusion set folds into a compact, self-contained unit — a

little larger than a briefcase. It was designed to be carried easily into manholes, onto aerial platforms, and to other field locations where optical fibre cables, used in advanced telecommunications systems, are spliced. It is being manufactured and marketed by Northern Telecom Canada Limited.

Fibre optic telecommunications systems use a light source, such as a laser, which is turned on and off several hundred million times a second, to transmit voice, data, or image communications signals through glass fibres.

*Northern Telecom PLC
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Berkeley Square
London W1X 5LE*

Communications

Spacetel satellite system begins field trials

Canada's communications minister, Marcel Masse, has announced the start of a six-month field trial of Spacetel, a Canadian-developed satellite communications system.

The trial is being conducted by the branch of the Department of Communications (DOC) responsible for provision of telecommunications networks and services for the federal government.

'The field trial will explore ways in which the federal government can use innovative satellite communications technology such as Spacetel to provide extensive, cost-effective telecommunications services' says Masse. He adds that Spacetel is not only 'a promising means to extend high-quality telephone services to underserved areas, but it can also be used to provide private voice and data network services for business'.

Spacetel was developed by Microtel Limited of Burnaby, British Columbia. It allows a person in a remote area to instantly receive a dial tone from the telephone network in an urban centre.

With Spacetel, a portable earth terminal sends a signal to the 14/12 GHz *Anik C* satellite in geostationary orbit 36 000 kilometres above the equator. The satellite then relays the signal

to a central control station, where the call is linked automatically with the national telephone system. The whole process takes only a fraction of a second.

The field trial will test delivery via Spacetel of a variety of voice and data telecommunications services to government installations, ranging from unmanned lighthouses and a remote weather-monitoring station to an air traffic control centre. Microtel is providing the Spacetel terminals for the field trial.

The first segment of the field trial will connect four terminals in eastern Canada with a central control station at DOC's Communications Research Centre at Shirley Bay, west of Ottawa. Terminals will be located at unmanned coast guard lighthouses in Point Petre and Nine-Mile Point, Ontario; the Transport Canada air traffic control centre in Riverview, New Brunswick; and DOC headquarters in Ottawa.

In the second part of the field trial, a Spacetel terminal will provide telephone service between government offices in Prince George and Vancouver, British Columbia.

Another terminal will transmit two-way voice and data communications from Environment Canada's Atmospheric Environment Service monitoring station in the Queen Charlotte Islands.
*Microtel Ltd
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Burnaby
British Columbia V5A 1W3*

Culture

Canada, UK extend films co-production agreement

Canada and the UK have formally extended their film co-production agreement. The agreement will now include all forms of video tape, as well as film productions, regardless of format, length or topic, including animation and documentary projects.

In making the announcement, Canada's Communications Minister, Marcel Masse said that 'the agreement will benefit both the UK and Canada, because it will stimulate the productivity of

the industry by offering new venues to independent productions that would not otherwise have been possible.

Canada-UK co-productions will gain from the additional sources of finance that are available through the Canadian Broadcast Program Development Fund, which was established in July, 1983, with a budget of \$254 million over a five-year period.

The broadcast fund is administered by Telefilm Canada. It was originally set up to allow Telefilm to invest up to 33.3% of the Canadian participation of the production, but it has since been broadened to allow Telefilm to invest up to 49%, provided that the Canadian producers meet Telefilm's parameters.

Both UK and Canadian productions under the official banner will reap any local advantages, such as capital cost allowances, tax incentives and other marketing support programmes.

The shift to made-for-television features and mini-series is a major area of growth, Masse said. The market possibilities are extremely promising, and many recent Canadian productions have been distributed in the United States through broadcasters such as PBS and Disney Channel.

'Our country looks forward to future co-productions with the UK in this field, because our partnership is vital to the expansion of international opportunities for quality English language programme,' Masse said.

People

Canadians win acclaim for fight against adversity

In March, 1977, Terry Fox had his right leg amputated because of cancer, but decided that he would 'meet this new challenge head on, and not only overcome my disability, but conquer it in such a way that I could never look back and say it disabled me.' Three years later his 'Marathon of Hope' was the result.

Setting out from Newfoundland, Terry planned to run across Canada, covering at least 20 miles a day, collecting money for cancer research as he went. But in Thunder Bay — half-way across the

country — doctors diagnosed that cancer had spread to his lungs and he had to abandon his run. Nine months later he was dead, having raised more than \$20 million for charity.

The spirit of Terry Fox captured the Canadian imaginations and his Marathon of Hope will be remembered for years to come. So, too, will the efforts of three other Canadians who have battled against adversity to international acclaim.

Steve Fonyo, for instance, had a leg amputated because of cancer, and like Terry Fox, he set out on a trans-Canada run. Despite the winter hazards of the prairies, the threat of pneumonia, frostbite, and heart strain, he completed his 5000-mile marathon in 425 days.

Richard Beecroft, a multiple sclerosis sufferer for 14 years, is now travelling the world on a tricycle in order to create a greater public awareness of the disease and to inspire other sufferers.

Another handicapped Canadian with an almost-impossible mission is Rick Hansen, who left Vancouver on March 21st in an effort to become the first wheelchair marathoner to wheel his way around the world. Hansen will travel to six continents and 34 countries, including the Soviet Union, and plans to end his tour at the gates of Expo 86 in Vancouver in September next year.



A London welcome for Rick Hansen from (L to R) Ted Allen, UK Commissioner General for Expo 86, Roy McMurtry, Canadian High Commissioner, and Linda Chalker, Minister of Transport.

Hansen, a wheelchair athlete who has won 19 international marathons and who was awarded nine gold medals at the 1982 Pan Am Games, is out to initiate a worldwide fund for spinal cord research, rehabilitation and wheelchair sport.

David Thauberger exhibition opens soon at Canada House

It was in 1980, through an exhibition at the National Gallery of Canada, that David Thauberger's paintings first received major national attention. The exhibition *Pluralities*, comprising the work of 19 artists from across the country, illustrated the many directions in which contemporary Canadian art was moving. Even within that context, Thauberger's work struck a curious note.

He was the only painter included, and his references to folk art stood out in an exhibition that was dominated by avant-garde sculpture and installations. His work to that time revealed a clarity in formal terms and a complexity of approach in his subject matter. Since then, these characteristics have been further confirmed and strengthened.

Thauberger was born in 1948 in Holdfast, Sas-

Old Faithful, acrylic on canvas, 80 × 50in., January 1983



katchewan, a small community northwest of Regina, the provincial capital. After undergraduate studies in Regina he took an MA at California State University, Sacramento, and an MFA at the University of Montana. He has worked as a teacher and arts administrator in Regina (most recently spending two years as Visual Arts Consultant to the Saskatchewan Arts Board), and has lectured extensively on Saskatchewan folk art.

Initially, the principal emphasis of his art was on ceramics. It wasn't until 1974 that he began working exclusively on painting. By that time, his ceramic work had developed into complex tableaux of local scenes. In contrast, his early paintings were rigidly structured with emblematic images of animals, birds or fishes repeated in grids across the surface.

In his paintings from the later 1970s, he took up the genre subject matter of his ceramic work, but set it into the rigorous formalism of his earlier paintings. The theme of vernacular architecture presented in strict frontality — which he began at that time — has become the leitmotif of his work. It marks both the earliest painting in this exhibition, *Dance Hall*, and the most recent, *Hotel*.

This conjunction between a clear formal structure and subject matter drawn from the environment in which he grew up became the means of identifying what it meant to him to be a professional artist in a small community. It was a determined choice in view of the recent history of painting in the region.

A strong link with New York modernists painting had been formed by a group of artists in the 1950s, who became nationally known as the Regina Five. Members of this group had also established a summer workshop for professional artists at Emma Lake in Northern Saskatchewan. Major American artists and critics were invited as workshop leaders — notably Barnett Newman, Kenneth Noland, Jules Olitski and Clement Greenberg.

Through such contacts, strong stylistic and conceptual ties linked artists in Saskatchewan with formalist art in New York.

Images presented individually

Thauberger's images have often included the facades of suburban houses, the fronts of shops and churches, and public and community buildings. These images are presented individually, and invariably in a strictly frontal manner. They are, in their formality, like passport photographs — a means to present everything on a common basis, producing identification without identity.

The strength of these paintings lies in the way that Thauberger has combined several levels of reference. On one level, they have, as images, the enhanced character of picture postcards, an assertion that their subjects are as worthy of attention as the images collected from places far away; and, as paintings, they have the monumentality to secure that attention.

On another level, they give meaning to regionalism, asserting that human values in one place are as significant as those anywhere else. The place that is illustrated is recognised in terms of its history, the people who made it and the notion of community that gives it continuity.

David Thauberger exhibition *Continued* —



Magic Garden, acrylic and glitter on paper, 15 × 22in, October 1982

In complete contrast are Thauberger's pictures that deal with fantasy: the tropical gardens in *Magic Garden*; the palms and richness of *Blue Pool*; the postcard of a cruise ship and people on the beach in *Ocean Liner*; the great and distant natural wonders in *Niagara Falls-Tarnished*; and, the famous geyser of Yellowstone National Park in *Old Faithful*.

The paintings in this exhibition are characteristic of the development of Thauberger's work over the past five years, in that they affirm a breadth of range

and depth of complexity. Side by side with his consistent theme of local buildings are paintings of the statues on Easter Island (*Driving Rain*); a debt to German Romanticism (*Landscape - owed to Caspar David Friedrich*); and one, *Intermittent Shower*, that links the origins and the grand tradition of classical architecture to its reuse in modern suburbia.

The exhibition is on view at the Canada House Gallery from 15 October to 19 November. 🍁



Intermittent Shower, acrylic, glitter, needles and lettraset on canvas, 44 × 68in, April 1985

