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Canadian industrial designs both practical and beautiful

How would you like to climb into a taxi without having to bend double, or take rides on a bus that drives on a glacier and on the world's only "sea bridge" passenger ferry?

These are all examples of innovative design in Canadian transportation. Not Canadian style, as you might refer to "Danish furniture". But designed in Canada and picking up international attention.

They are also, according to industrial designer Morley Smith, examples of how industrial designers have avoided "the trap" of being downgraded to cosmeticians. Mr. Smith has designed a taxi that is easy to get into and has room for five in the back. He has also designed VIA Rail's LRC train and Montreal's metro cars. For him, "the trap" is definitely bad for designers' professional well-being.

"If we weren't innovative we'd be copying others, and if we did that we might as well not be designers," said Mr. Smith, a partner in Guillon, Smith and Marquart of Montreal.

Mr. Smith spoke for Canada's 300

industrial designers when he said good design is essential to whatever is being built. It makes the difference between success and failure, whether the product is a space ship or an office stapler. Designers are not artists dreaming improbable dreams. They are not Leonardo da Vinci conceiving the principle of the helicopter 500 years before technology caught up with the vision. Designers are practical people who contribute, along with engineers, manufacturers and others to product development.

"My partners feel strongly that industrial designers are not just window dressers," Mr. Smith continued, "and that's why we put our money into the taxi. We have proved that we are capable of producing a vehicle. The prototype has 20 000 kilometres on it. We've been invited twice to show it in Washington."

The GSM taxi, as it is known, is Mr. Smith's biggest gamble so far. As well as funding from Transport Canada's transportation development centre and the Quebec government, the taxi represents \$500 000 of the design firm's money.



This Canadian-designed taxi cab is a taxi first and not a standard family car. Designers Guillon, Smith and Marquart of Montreal invested \$500 000 in their cab.



External Affairs
Canada

Affaires extérieures
Canada

The plastic bodied vehicle, a world car, would be sold in kit form to local assemblers, in the way Volvo cars are assembled in Nova Scotia.

A consultant on the job was a man who should know what he wants, the owner of a New York City taxi fleet. His recommendations? Make it rugged and easy to repair. Now, the car awaits a manufacturer.

Lots of work

Claude Gidman feared he would have to leave the field of transportation when he returned to Canada more than 15 years ago after a spell with Ford of Britain. But the automobile designer has found plenty of work. He has helped design a new streetcar, now in service in Toronto, the driver's cab for a New York subway line, and other vehicles such as snow-mobiles and road graders.

The Toronto Transit Commission's light rail vehicle was developed by the Ontario government's Urban Transportation Development Corporation with Mr. Gidman's firm Gidman Design Associates of Mississauga acting as consultants responsible for human engineering and body design. The company has also renovated the interior of B.C. Rail's "Budd" cars and is currently involved in the design of a new small, city transit bus. The bus, which is designed to make transit easier for the disabled and elderly has a unique feature of being able to lower itself almost to ground level by using air bags. A prototype of the bus, which is developed for Ontario Bus Industries of Mississauga, will be tested in the next few months.

In these and other products, Mr. Gidman has found that the Canadian condition that affects design is not a style so much as limited funds and small volumes.

As a result, the Canadian approach to design has to be more of a custom approach, a condition that sometimes makes Canadian designers highly creative.

Nowhere, said Mr. Gidman, is the Canadian designer's role more worthy of recognition than when a small-to-medium firm successfully competes with an international giant.

"This is where the cleverness of the designer becomes most evident," he said. "The work the designer has done to bring the product up to the standard of some international leader, say General Motors or IBM, has to be ingenious. The Canadian designer does not have the advantage of advanced styling studios and test centres. The designer has to do more with less."

In actual fact, design's contribution to the final value of a transportation product is usually less than 2 per cent. A simple wooden chair might be seen as almost totally the work of a designer. But transportation products, with costly engines, transmissions and electronics are sometimes built almost entirely without the collaboration of an industrial designer.

At the same time, good design can give these products an advantage over competing products.

"The major reason for design is profit enhancement," said Bill Stanton of Tetrad Design Group Incorporated in Winnipeg. "Many manufacturers are operationally oriented and therefore tend to think of the product as an item made

'easily' and 'quickly'. These words are in our vocabulary, but more important is the word 'sell'. No matter what the product, if it doesn't sell, someone is hurting or out of business. Designers provide features and benefits that make products easier to sell."

What exactly, you might ask, is this elusive element called design?

When Claude Gidman did the interior of the motorman's cab for the New York Port Authority subway cars he concentrated on the "human factors" — in this case, on ways to lessen driver fatigue and increase alertness. From a distance the cab looks the same as the one it replaced. But from close up one finds the driver is much better off than before. Visibility, placement of controls and instruments, and seating were all improved. When Mr. Gidman presented the new design to a committee of managers and train drivers they accepted it in a single 20-minute session.

Canadian Foremost Limited of Calgary, which custom builds heavy vehicles, won the contract a few years ago for a new tourist bus that could be driven on Alberta's Columbia ice fields. Earlier buses made by Foremost for Brewster Transport Company Limited of Banff, Alberta, had used existing bus bodies and ran on caterpillar tracks. The new bus is wheeled, to give a smoother ride and lower service costs. The only requirement for the design was that the bus hold 56 passengers. Otherwise, it was a chance to design a vehicle from scratch.

Once Foremost engineering manager Allen Pusch had done a basic layout, he called in Toronto design consultant John Vanderhoef.

The main problem for Mr. Vanderhoef was the vehicle's height. With tires 1.65 metres high, he had to take something that was perched in the air like a tree house and make it look like a bus.

While Foremost engineers prepared the chassis, Mr. Vanderhoef did the design engineering for the cab. The 1 200 parts for the cab had to be assembled for welding on Foremost's existing assembly fixtures. Working under these restrictions, Mr. Vanderhoef came up with a cohesive unit — a bus with exaggerated road clearance that still looked like a bus.

Sometimes creativity is found in the shape of an object, like the *Concorde* airplane, or early French Canadian furniture.

Other times the creative design amounts to a synthesis of tried and proven elements into something new. A



Toronto Transit Commission

The Toronto Transit Commission's streetcar designed by Claude Gidman.



The 12-minute ferry link between downtown and North Vancouver is one element in a master design that also includes passenger terminals and city buses. Seabus, which carries 8 000-12 000 passengers daily, was designed by Case Existological Limited.

good example, is the commuter link joining Vancouver and North Vancouver across two nautical miles of Burrard Inlet.

Seabus, a remarkably successful commuter ferry, appears at first glance to be just that — a ferry.

Not so, said Murdo Smith, one of its designers, who is now with SHM Marine International Incorporated of Victoria.

Seabus is more correctly a whole transit system — a floating bus link that blends with shore-based buses at either end.

The land bus, terminal and ferry combination began operation in 1977. It carries 8 000-12 000 people a day "99.9 per cent on time", according to Seabus manager Charles Spratt.

"The various features had been done

somewhere else — mass transit terminals are not new, nor are passenger ferries," said Mr. Smith. "Its uniqueness as a design project was in the blending of the various features into a successful operating system."

Aston Martin interior

Not many people know that the interior of the \$100 000 Aston Martin grand touring car was designed by a Toronto firm.

Four years ago Kuypers Adamson Norton Limited won the contract largely because of their experience in designing electronics systems. The electronics give the driver data on the engine, running gear and such things as the adhesion factor of the road surface. For Gerald Adamson, landing the deal for the British-built car has helped popularize his job description.

"Our identity as industrial designers was greatly increased when we started to work with Aston Martin," he recalls. "All of a sudden people knew who we were. They'd say, 'Oh yeah, industrial designers, of course...'. I guess there's an easy association between industrial designers and automobiles, and anything to do with a 160 kilometre an hour car has an excitement about it."

(Article by Peter Twidale in *Transpo* 81, Fall/Autumn.)

US agency finds Canadian measures not subsidies

Minister of State (International Trade) Gerald Regan said he was satisfied with preliminary findings by the United States Commerce Department that programs to provide subsidies to Canadian producers of softwood lumber, shingles and shakes, and fencing, were insignificant and, as a result, an interim countervailing duty would not be imposed on Canadian exports to the United States.

"I am particularly pleased that the United States Commerce Department, after consideration of the factual information provided by both the federal and provincial agencies involved, concluded that provincial stumpage practices are not subsidies," said Mr. Regan.

The United States Commerce Department has been investigating a petition by certain US producers of lumber and other softwood products that the Canadian lumber industry is subsidized and that Canadian exports to the United States have materially injured the US industry. The petitioners are seeking countervailing import duties to offset the benefit of

these alleged subsidies. A variety of federal and provincial industry assistance programs, as well as provincial practices and pricing for stumpage (timber cutting rights) were alleged to be subsidies. The United States Commerce Department has been investigating whether these programs and practices are, in its view, subsidies.

The US government agency announced, March 8, that, although provincial stumpage practices are not subsidies, certain other federal and provincial industrial assistance programs, such as the regional development incentives program and other loan and grant programs, are, in its view, subsidies. However, the value of the assistance provided, when factored over the value of Canadian production (about \$5 billion in 1982), only amounted to .32 per cent for lumber, .24 per cent for shingles and shakes, and .29 per cent for fencing. In view of this *de minimis* finding, countervailing duties will not be imposed.

However, the countervail investigation will continue with the US Commerce

Department making a final subsidy determination on May 23, 1983. If the final subsidy determination is also negative, the investigation is ended. If the final subsidy determination is affirmative, however, the US International Trade Commission would then be required to make a final determination of material injury by August 8, 1983. If no material injury is found, the case will be terminated.

"The hard work devoted by all parties to defend Canadian exports against this unfounded complaint is an outstanding example of the effectiveness of close cooperation between federal and provincial governments and the Canadian industry. I am optimistic that the US Commerce Department's final determination will also be in our favour," said Mr. Regan.

Canada exported \$2-billion worth of lumber products to the United States in 1981 amounting to about 60 per cent of total Canadian lumber production. British Columbia accounts for 70 per cent of total Canadian production followed by Ontario, Quebec, New Brunswick, Alberta and Manitoba.

Canadians honoured with bravery decorations

Governor General Edward Schreyer presented 34 Canadians with awards for bravery at a ceremony held at Government House on March 5.

Ten Stars of Courage, Canada's second highest bravery decoration were awarded, while 24 people were honoured with the

Medal of Bravery, the third level. The Cross of Valour is the highest decoration of bravery.

Star of Courage awards went to:

— Firefighter Randall Bush, 21, of Keswick, Ontario, who died March 25, 1981, after he fell through the ice on Lake

Simcoe trying to rescue Charles Clarke, who also died in the incident.

— Armed forces Private Roger Chiasson, 23, of Petawawa, Ontario, who crossed a mine field, risking direct fire, to rescue a depressed fellow soldier who left his post while on peacekeeping duty in Cyprus, April 20, 1981.

— George Cross, 27, of Thunder Bay, Ontario, wheelsman of the vessel *M.V. Ralph-Misener*, who rescued three injured men from a fire aboard the vessel on August 12, 1980.

— Jim Fehr of Hague District, Saskatchewan, who rescued a woman after her canoe overturned in the South Saskatchewan River on August 8, 1981.

— David Frazee, 22, of West Vancouver, who rescued a crewman trapped in a fishing vessel that capsized outside Victoria on July 22, 1980.

— Doreen Hewitt of Ottawa, who risked her life on December 18, 1980, by helping a taxi driver being held at gunpoint by a passenger. Before police arrived on the scene, the passenger had jumped from the cab wielding a knife and stabbed her.

— Tugboat Captain Andrew Rae, 28, of Lower Sackville, Nova Scotia, who saved a man whose boat was sinking off Labrador on November 28, 1980.

— Fire Department Captain James Worrall and firefighter Ronald Rowe of Dunnville, Ontario, who rescued two people after their sailboat overturned on Lake Erie on September 11, 1980.

— David Wood of Calgary, who disarmed a man who had killed a waitress and wounded another patron in a restaurant.

Medals of Bravery went to: Roy Asselstein, Dunnville, Ontario; Kevin Augustine, Big Cove, New Brunswick; Darla Davenport and Jean Bailey, Brantford, Ontario; Frank Baine, Dundas, Ontario; Gerald Kool, Mississauga, Ontario; Michael Burke, Halifax, Nova Scotia; Richard Cliche, North Hatley, Quebec; Robert Collette, James Donovan and John White, Moncton, New Brunswick; Russell Cribb, Head of Bay d'Espoir, Newfoundland; David Downing, Vancouver, British Columbia; Pierre Gagne, Montreal, Quebec; Robert Provost of Verdun, Quebec; Francois Kache, Moncton, New Brunswick; Douglas Kilpatrick, Norland, Ontario; Charles Henderson, Hamilton, Ontario; Lloyd and Lise MacDonald, Montreal, Quebec; Steven Panteluk, Winnipeg, Manitoba; Sergeant John Reid, Hamilton, Ontario; Alexander Ullock, Chatham, New Brunswick; and Charles Wentzell, Lawrencetown, Nova Scotia.

Canada and United States co-operate in remote sensing

Canadian scientists recently received the first image data from a new instrument aboard *LANDSAT-4*, the latest United States remote-sensing satellite.

Processing of the first scenes from data provided by the new scanner was recorded by Canada's Prince Albert Satellite Station in Saskatchewan. Under an agreement between Canada and the US, the Canada Centre for Remote Sensing (CCRS), a branch of the Department of Energy, Mines and Resources, will receive data from *LANDSAT-4* and distribute the resulting imagery to various Canadian resource agencies.

Remote sensing is a valuable tool in resource management. CCRS has been receiving, processing and distributing satellite imagery to Canadian resource managers since 1972, when the first *LANDSAT* was launched.

LANDSAT-4, launched last July, carries two new scanning instruments which provide colour images of the earth. Data from the multispectral scanner (MSS), a four-band, 80-metre resolution instrument, will soon be available to

Canadian users through CCRS.

The new satellite also carries an advanced scanner, the thematic mapper (TM). This instrument has better resolution — 30 metres — for monitoring surface conditions, such as crop diseases and water pollution, than the MSS. It also gathers data from seven rather than four spectral (colour) bands.

The thematic mapper is being tested during 1983 to enable scientists in the United States, Canada and throughout the world to evaluate the data and develop processing methods that will make the imagery most useful for resource managers.

During this experimental phase, data from the thematic mapper for western North America are being recorded by the CCRS Prince Albert Satellite Station, while the eastern data are acquired by NASA's Goddard Space Flight Center, Greenbelt, Maryland. The first TM data recorded at Prince Albert and processed by NASA are of southeastern Alberta in Canada, and Death Valley in the United States.



Photo of southwest Canada received by remote sensing.

Chocolate-makers savour the sweet life



Mary West in salesroom of Handmade Village Treats at Lanark, Ontario.

There are, in the Ottawa Valley, chocolates so fresh and sweet that eating one makes you blush, reports Janice Middleton in *The Citizen*.

"It's a common reaction," insists candymaker Don West, who with his wife, Mary, operates Handmade Village Treats — small, highly specialized business in Lanark, a village of 900 southwest of Ottawa.

The chocolates that seem to be everyone's favourites are truffles. Truffles are made of rich dark chocolate filled with a mixture of one-third heavy cream and one-third chocolate laced with a liqueur — Amaretto, Grand Marnier, rum or cherry whiskey and bits of marashino cherry.

West says the truffle taste sensation is "so creamy and smooth, you've probably had nothing like it".

No preservatives

There are few chocolate makers who dare to turn their backs on preservatives and use only fresh milk and butter.

The reason is shelf-life. Without preservatives and with dairy fat, chocolate will stay fresh just eight or ten weeks, while factory-produced chocolates with dehydrated ingredients may languish on the store shelf six months to a year and still be sold as top quality.

But, to be recognized as world-class chocolatiers means turning out a superb product and that means no substitutes. "No dessert tastes quite the same without butter," Mr. West said and his shop caters to discriminating palates.

When the Wests and their four daughters, aged 15 to 22, moved to Lanark they had no intention of becoming chocolatiers. It just happened. They bought an abandoned farmhouse in 1980 with the intention of opening a "white tablecloth" restaurant.

To meet the mortgage payments, West split the house into five sections for crafts and collectable-type boutiques, calling it House of Five Shoppes. He kept the kitchen and dining room and decided to skip the meals and stick with dessert.

West said he works harder over the big copper chocolate pot than he ever did in his former grocery store but the creative nature of it is much more satisfying

"I can't leave it alone. I'm like a mad chemist working on combinations, trying new textures, flavours."

In the winter of 1981 they started producing molded chocolate of a bygone era, investing \$1 500 into turn-of-the-century tin and nickel-plated Easter bunnies. The rabbits come in 120 beautifully detailed shapes and sizes, waist-high to tiny ones the size of one's little finger.

"It took us a three solid weeks of pouring to produce a perfectly molded rabbit," said West.

But the public reaction to the Easter bunnies which range in price from 75 cents to \$38 was worth it. "People loved the nostalgia and we were flooded with more orders than we could fill," he said.

As he mastered the techniques, West has expanded his business — in addition to truffles and bunnies — to include 16 different kinds of fudge, two kinds of

peanut brittle, a popcorn confection with caramel, almonds, pecans and peanuts, candied fruits, jams and chutneys.

The Wests and assistant Tim MacDonald are also perfecting a white chocolate and developing a line of carob candies, which has a similar taste and appearance to cocoa-chocolate for people with an allergy to cocoa beans. They also sell candy made for diabetics.

Energy bus keeps on rolling

The "Energy Bus", created in Canada and introduced to Europe by the European Commission some years ago, is still travelling across Europe, showing factories the best and most efficient ways of conserving energy.

The energy audit vehicle is an original idea conceived and developed in Canada. The "bus" is a customized recreational-type vehicle equipped with sophisticated instruments to measure and analyze energy consumption in industrial and commercial plants and to identify potential energy savings. It is staffed by a team of professional engineers and technicians and equipped with a computer, energy measurement instruments, demonstration equipment and video units.

Before receiving a visit by the energy bus, the firm in question is asked to provide certain information concerning its consumption of energy and the technical equipment it uses. The bus is linked to a common research centre (Ispra in Italy) whose computers record all data and send back their conclusions.

As more than half of the energy consumed in Europe is used in offices, shops and homes, more and more people are coming to realize that the work done by the energy bus is really very useful. A quarter of the energy consumed can be saved by modernizing heating systems, and as much as a half by better insulation.

The energy bus is also useful because it draws up an energy conservation program which is adapted to the particular problems facing each firm and factory. Following the positive results obtained in the Federal Republic of Germany, there are currently six buses in circulation in Italy, two in Belgium, two in the Netherlands, and Ireland will shortly receive one.

Particularly promising results have been obtained in Italy where an energy consumption has been reduced by 10 to 15 per cent in some instances.

(From Europe, Autumn 1982.)

The Citizen

Police recruit ethnic officers

Five years ago, Vancouver's police department mounted a recruiting drive to hire and train police officers who might better represent the multicultural aspects of Canada's third largest city. At that time, the 1 000-member force had only two police officers with ethnic backgrounds.

Police officers began to contact cultural groups in the city with a view to making presentations showing the advantages of careers in policing. They hoped to attract Canadian citizens from a variety of ethnic backgrounds, with the necessary high school education.

The police department began an advertising campaign and Superintendent Hank Starek, then in charge of staff development, participated in ethnic radio and television programs. Immediately the project began to bring results.

Height requirements waived

Applications came in from the Chinese, Italian, East Indian and Black communities. In some cases height requirements were waived if the candidate was otherwise qualified.

The successful candidates entered the British Columbia Police Academy for training. Within a year they were active as male or female probationary constables. Today the police force includes five members from the Chinese community, six members of East Indian descent, two Black members, and one Japanese-Canadian.

The Vancouver police department has become a model in hiring practices, offering, for example, Cantonese language training to a dozen officers so that the city's large Chinese population will receive better service. Constable Bob Cooper patrols the city's Chinatown district where he is able to talk with shopkeepers and restaurateurs in Chinese dialects. Constable John Draganni, fluent in Italian, has been assigned to the Italian district.

But the Vancouver police department wants to do more, and so Staff Sergeant Ken Higgins is now recruiting for the force on college campuses across Canada. He is also visiting community groups in the city but this time parents and children are the target. He said that if attitudes can be changed they may filter down to the young people planning a vocation.

(Article by Alyn Edwards in Canadian Scene.)

Skiers post World Cup wins

Canadian athletes showed winning form with victories in three recent World Cup ski competitions.

In Lahti, Finland, Horst Bulau of Ottawa won both the 70- and 90-metre ski jumping events. Bulau won the 70-metre competition with jumps of 89 and 89.5 metres and soared 114 and 109.5 metres to take the 90-metre jump. Matti Nykanen of Finland leads the World Cup ski jumping circuit with 267 points compared to Bulau's 252. To win the overall title Bulau must win two of the remaining six World Cup events and Nykanen must place no higher than third.

Men's race

In men's downhill action in Aspen, Colorado, Todd Brooker of Paris, Ontario won his second World Cup race with a time of 1:47.87. Brooker also won on the Austrian Hahnenkamm hill in January. As a result of his most recent win, the Canadian moved into eighth place in World Cup downhill standings with 67 points.



Laurie Graham holds bouquet following her first World Cup downhill victory.

Laurie Graham of Inglewood, Ontario won her first World Cup women's downhill race held at Mont Tremblant, Quebec. She covered the 2 535-metre course in 1:32.53 making her the first Canadian woman to win a World Cup race this season. The victory moved Graham into fifth place in World Cup standings with 63 points.

Mustard seen as potential crop

Agriculture Canada is conducting research on mustard that could make it an alternative oilseed crop for western Canadian farmers.

In the past, mustard has not been used to make edible oil, an ingredient in products such as margarine and mayonnaise, because it contains erucic acid, a chemical harmful to humans. Recently, Australian researchers bred a new mustard variety that is low in erucic acid. Scientists at Agriculture Canada's Saskatoon, Saskatchewan, Research Station now are taking this research a step further and are looking at ways of making animal feed from the mustard meal once the oil is extracted.

Mustard normally contains too much glucosinolate for it to be used as animal feed. Glucosinolate is a substance high in sulphur. Eating large amounts of this can cause growth and reproductive problems in animals.

Removes harmful substance

"In our research we've added a new technique to the conventional method of extracting the oil and it seems to be effective in removing the glucosinolate," says G.I. McGregor, an Agriculture Canada researcher in Saskatoon.

In addition, the researchers are attempting to breed a glucosinolate-free mustard variety.

"Adapting mustard for use as an edible oil and animal feed poses similar problems to those researchers encountered when they began trying to remove oil from rapeseed," says Mr. McGregor.

Rapeseed, now grown widely as an edible oil and meal crop in western Canada under the variety name canola, was also high in erucic acid and glucosinolates.

"Through research, scientists were able to eliminate the erucic acid and glucosinolate content of rapeseed to come up with canola. We've every indication that we can do the same with mustard," he said.

Mustard has been found to be more drought tolerant and less prone to shattering than rapeseed. Because of these characteristics, mustard can be grown in areas where rapeseed production is not possible. Last year, Canadian farmers grew 80 000 hectares of mustard, mostly on the prairies. This could increase dramatically if mustard becomes a viable oilseed crop for western Canada.

Shaw Festival names cast

Casting has been announced for the major roles in this year's Shaw Festival, which begins previews at Niagara-on-the-Lake, May 4.

Douglas Rain and Marti Maraden will have the title roles in Shaw's *Caesar and Cleopatra*, directed by Christopher Newton, and Maraden will also appear as Roxanne in a revival of last season's hit, *Cyrano de Bergerac*, with Heath Lamberts as Cyrano.

Ben Travers's venerable farce *Rookery Nook* will feature Heath Lamberts, Jim Mezon, Jack Medley and Nicola Cavendish.

Shaw's *Candida* will open the season at the small Court House Theatre, with Goldie Semple in the title role, Michael Ball as Morell and Geraint Wyn Davies as the young poet Marchbanks. *Candida* will be directed by Bill Glassco.

Noel Coward's comedy *Private Lives* will feature Christopher Newton as Elyot Chase, with Fiona Reid making her Shaw Festival debut as Amanda. Nicola Cavendish and Jim Mezon complete the foursome, and Denise Coffey is the director.



Claude Jutra

the films presented by France and by the visiting countries.

The official opening was on January 15 and was attended by the Mayor of Saint-Etienne and conference chairman Joseph Sanguedolce; by the French Minister of Health Jack Ralite; by the Greek Ambassador to France C. Rokofyllos and by the Minister plenipotentiary chargé d'affaires T.A. Williams of the Canadian Embassy in France.

The same day an exhibition paying tribute to Norman McLaren, Canadian filmmaker and pioneer of animated films, was inaugurated at the Cultural Centre of Saint-Etienne.

Canadian films

Canada screened some 60 feature films and more than 150 others, in French and English, produced by the National Film Board and by other Canadian producers.

The series of Canadian films included *Le Futur intérieur*, by Yolaine Rouleau and Jean Chabot, and *Il était une fois une chaise*, a short by Claude Jutra and Norman McLaren. The three Canadian directors in attendance said they were pleased with the audience's reaction. The interest generated led to a Claude Jutra Day being held.

The conference also included a selection of animated films from McLaren to Frederick Back, whose 1982 Oscar-winning film *Crac* was screened.

On Norman McLaren Day all of the filmmaker's works were shown. The day's co-ordinator was André Martin, co-founder of the festival at Annecy, France, filmmaker, animated film specialist and first chairman of the Ottawa festival.

The motion picture conference included two symposiums on the subjects of cinema and reality, and national and

cultural identity as a function of motion picture creation. Participants included French, Canadian and Greek filmmakers, among whom the Canadians were Colin Low, Denis Arcand, Paule Baillargeon, Francis Mankiewicz, Ralph Thomas and Viviane Leebosh.

Support for the Canadian program came from a number of sources, including the National Film Board and many producers from Montreal and Toronto, the federal Department of Communications, the Cinémathèque québécoise, the National Film Archives of Canada, the Canadian Broadcasting Corporation, and the Canadian Film Development Corporation.

Art donated to Vancouver gallery

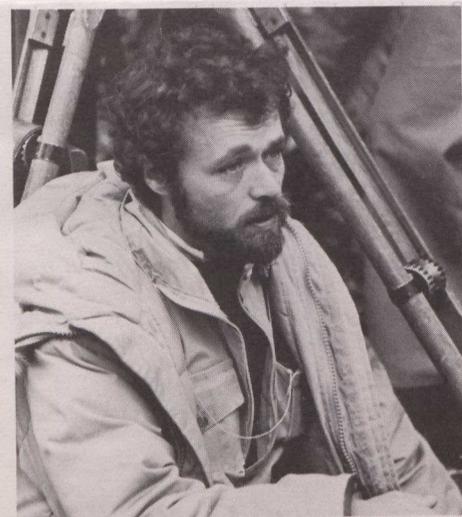
A leading Canadian art collector has donated 79 works of art to the Vancouver Art Gallery.

The most recent gift valued at \$250 000 was the fifth in a series of annual gifts presented to the galleries by Mr. Longstaffe. The cumulative value of the five installments, totalling 201 paintings, watercolours, drawings, prints and sculptures, exceeds \$1 million, with more than a third of them produced by contemporary Canadian artists.

Mr. Longstaffe, a self-confessed "art addict", executive vice-president of Canadian Forest Products Limited, a past president of the Vancouver Art Gallery Association, and former board member of the National Museums Corporation of Canada, has been collecting art for the past 26 years.

Artists from several countries

The 79 works were created by Canadian, American, European and Mexican artists. Twenty-three paintings and 56 works on paper are included in the new donation by the following artists: Pierre Ayot, Molly Lamb Bobak, David Bolduc, Paul-Emile Borduas, Claude Breeze, Ghitta Caiserman-Roth, Kenneth Danby, Brian Fisher, Betty Goodwin, Reginald Holmes, John Korner, Gary Lee-Nova, Jean McEwen, Alfred Pellan, Jean-Paul Riopelle, Goodridge Roberts, Gordon Smith, Takao Tanabe, Ken Wallace, Sam Francis, Adolph Gottlieb, Ellsworth Kelly, Edward Kienholz, Leslie Levine, Robert Rauschenberg, Earnest Trova, Andy Warhol, Josef Albers, Hans Jean Arp, Francis Bacon, Marini Marino, Victor Vasarely and Cuevas.



Francis Mankiewicz

News briefs

Prime Minister Pierre Trudeau has appointed Ian Christie Clark as Canada's Ambassador and Permanent Delegate to the United Nations Educational, Scientific and Cultural Organization (UNESCO), effective July 1, 1983. He will replace Pierre Trottier who has held the position since April 1979.

The sales of cigarettes did not increase in 1982 over those of 1981, Health and Welfare Canada has announced. While sales of manufactured cigarettes were down slightly, sales of fine-cut tobacco for roll-your-own cigarettes were up slightly. The net result was that the weight of cigarettes plus cigarette tobacco sold remained nearly constant at about 62 million kilograms. In Canada cigarette sales have increased steadily at 2 to 3 per cent a year for the last 15 years.

New wholesale prices for natural gas in Canadian markets east of Alberta, took effect February 1. As a result, the net increase in the wholesale natural gas price ranges now between 5.4 cents and 5.7 cents a gigajoule, or less than 2 per cent over the prices that were in effect for the previous six months. The amount of the increase varies across the country. A gigajoule is a measure of the energy content of a fuel, and a typical residential consumer of natural gas might use about 130 gigajoules a year for household heating.

Northern Telecom Incorporated, a unit of Northern Telecom Limited of Montreal, has entered into an agreement with Data General Corporation of Westboro, Massachusetts to develop an advanced system for connecting Data General's electronic office work stations through Northern Telecom's digital business communications system — PBX. The companies also will develop products to enable Northern Telecom's Displayphone to function as a work station in Data General's office systems network.

Canadair Limited of Montreal reports Swiss Air-Rescue of Zurich has taken delivery of its Challenger 600 executive jet from the Dornier GmbH finishing plant in Munich. The Challenger will be used as an air ambulance on international medical flights.

Statistics Canada has reported the second consecutive rise in its leading indicators used to forecast the health of the economy, offering further evidence the recession may be nearing an end. The ten composite leading indicators rose by 0.69



Parks Canada

Parks Canada has purchased the Louis-Joseph Papineau House in Old Montreal. The house was the residence of Louis-Joseph Papineau, a member of the Legislative Assembly of Lower Canada (Quebec) in the early 1800s. He was considered a defender of the French Canadian people and was one of the instigators of the 1837 rebellion, although he did not personally take part in the uprising. He is recognized as one of the figures who contributed to the establishment of responsible government in Canada in 1848. In the early 1960s, the house was restored to its 1830 splendour by its owner at that time, journalist Eric McLean. The Papineau house was declared a historic monument in 1968 by the federal government because of its historical and architectural value.

per cent to a level of 109.40 last November, said the government agency. The indicators rose in October for the first time after 15 consecutive months of decline.

Twenty-two Ontario mining equipment manufacturers recently participated in the AIMEX '83 Pacific Rim's major mining trade show held in Sydney, Australia. Ontario's participation in the six-day trade show consisted of a provincial Ministry of Industry and Trade coordinated booth with representatives from mining equipment manufacturers.

The Export Development Corporation has signed a \$18.7-million (US) financing agreement to support a sale by Tecult International Limitée of Montreal to Gabon. The financing of the over-all project will also involve the Canadian International Development Agency. The \$23.3-million (Cdn) sale involves the design and construction of rural electrification and water supply for 12 centres in rural Gabon including generating stations, medium- and low-voltage distribution lines, and a water supply, treatment and distribution network for each centre.

Canadian swimmer Kathy Bald of Nepean, Ontario won a gold medal in the women's 200-metre medley and added a silver in the 100-metre breaststroke to lead Canadian swimmers at an international short-course meet held in Borlaenge, Sweden. Victor Davis of Guelph, Ontario won the only other gold for Canada in taking the 200-metre breaststroke.

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