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Late news

Donald Macdonald, federal Finance Minister for two years, resigned from his post on September 6 for personal family reasons. The Prime Minister was expected to announce a replacement within a few days.

From TCA to Air Canada — 40 years of flying for national airline

September 1, 1937 was a historic date for what was then Trans-Canada Air Lines. It was then that a ten-passenger *Lockheed* airplane took off from Vancouver's Sea Island airport for Boeing Field in Seattle, U.S.A., 122 miles away.

The flight, the first of two daily scheduled runs between the cities, was a modest *début* for a tiny company which would, in the next 18 months, begin passenger air services between Vancouver and Montreal, a distance of over 3,000 miles.

A re-enactment of the pioneer flight took place 40 years later on September 1, 1977, when civic dignitaries, and the company's directors, flew the same route in an Air Canada *Boeing 727*. Accompanying them was TCA's first employee, D.R. MacLaren, a First World War ace, who later became executive assistant to the president, and senior employees who have been with the company for nearly 40 years.

Early days

The first route was a mail and passenger run. Within two years an overnight transcontinental service was in effect as far east as Montreal.

Vancouver and Montreal were linked by scheduled passenger air service on April 1, 1939. The 2,411-mile flight took more than 14 hours. That same day, the fledgling airline inaugurated other intra-Canada services and early in the next year "transcon" operations were extended to Moncton, New Brunswick. TCA became a sea-to-sea airline with the start of flights to Halifax, Nova Scotia, on April 16, 1941. Oxygen masks and box lunches were still the order of the day.

The outbreak of war somewhat inhibited the young airline's development. In September 1939 it boasted a fleet of five *Lockheed 10As* and 15 *Lockheed 14s*. By the end of 1942 the payroll had grown to 1,662 and almost a third of those were women.

TCA's operational centre during these years was Winnipeg, while its administrative headquarters was Montreal.

Trans-Atlantic service

One of the company's most exciting events was the inauguration of the Canadian Government Trans-Atlantic Air Service in 1943. A blockade of Britain interrupted mail delivery to Canadian troops and when spirits began to lag, the decision was made to modify *Lancaster* bombers for the carriage of mail and a few passengers. TCA's maintenance people participated in the conversion program.

In all, nine of the converted *Lancasters* made a total of 500 Atlantic crossings by the end of 1945. In the process a west-east speed record was set for the 3,100-mile trip of ten hours, 15 minutes.

Postwar growth

Expansion was the hallmark of the postwar period. TCA turned its attention to



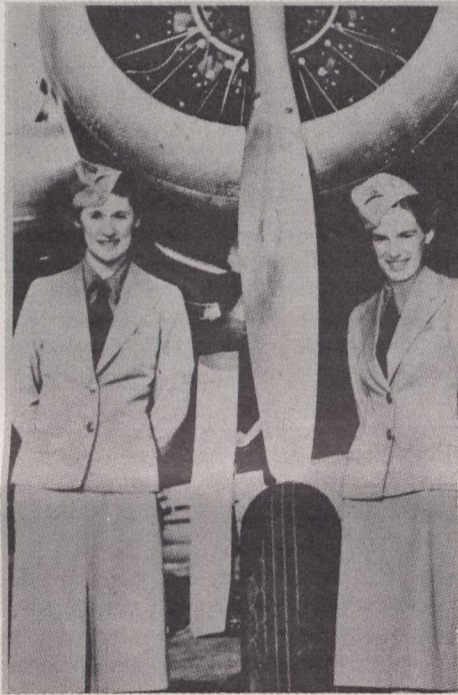
TCA's first plane, a Lockheed 10A, leaves Vancouver for Seattle in 1937, on a regularly scheduled flight, with passengers and mail aboard.

Sept 14/77

further development of its Canadian services and also added a number of United States destinations to its route map. In 1945, when the first of the DC-3s joined the fleet, the airline operated 28 aircraft with a total seating capacity of 369 – just four more seats than a modern *Boeing 747*.

Two years later, an aircraft designated DC-4M1 rolled off the Canadair assembly line into history. Known popularly as the *North Star*, the Rolls-Royce powered airliner would do more than any other aircraft to make TCA a major international carrier.

With the pressurized *North Star* as the backbone of its long-haul operations, the company looked south to expand its network. A Bermuda service was followed by links to the Bahamas, Jamaica and Trinidad and a year later, Barbados. In 1950 Tampa became the airline's first long-stage route into the United States.



TCA's first stewardesses, Lucile Garner (left) and Pat Eccleston, display what one reporter of the day called "the comeliness of *Venus* with the capabilities of *Florence Nightingale*".

Aviation in Canada

The first heavier-than-air flight in Canada took place on February 23, 1909, when J.A.D. McCurdy flew the famous *Silver Dart* for half a mile from the ice of Baddeck Bay, Nova Scotia.

Numerous Canadians were trained in aviation during the First World War, after which many ex-airmen bought war-surplus aircraft and started careers in civilian flying. By 1925, the aeroplane had established itself in such operations as forest protection and aerial photography. By 1929, the famed "bush pilots" had made possible the development of a rich mining industry throughout the Northland. Air services gradually became available in all parts of the country. By 1937, it was feasible to start a scheduled inter-city service, operating both day and night in all kinds of weather. So there came into existence Trans-Canada Airlines (TCA), Canada's first national carrier for passengers, mail and freight. The second national carrier, Canadian Pacific, was formed in 1944.

During the Second World War, Canada trained some 131,000 aviators under the British Commonwealth Air-Training Plan and established a trans-Atlantic aircraft-ferry service. These enterprises resulted in the construction of many new airports and the establishment of a scheduled international service. By the end of the war, Canada was in fourth place in world aviation.

Canada is a charter member of the International Civil Aviation Organization (ICAO) and of the International Air Transport Association (IATA), both of which recognized the country's contribution to aviation by establishing their headquarters in Montreal.

Today, Canada has two major airlines – Air Canada (formerly TCA) and Canadian Pacific –, five regional airlines and hundreds of third-level carriers. There are more than 19,000 aircraft registered in Canada, 13,500 of which are privately-owned. These small aircraft are used for training, for business trips, on farms, in such industries as fishing, trapping, forestry, construction and utilities, and for recreation.

To service domestic aircraft, as well as planes belonging to foreign airlines, the federal Department of Transport (Transport Canada) operates some 250 airports and is responsible for air-traffic control, airport security, flight services, standards, licensing and inspection, telecommunications and electronics, and air-navigational services. (From *Reference Paper 138*, Transportation in Canada, available from the Department of External Affairs, Public Relations Division, Ottawa, Ontario, K1A 0G2, Canada.)

In the 1950s, TCA acquired the *Super Constellation*, seating up to 75 passengers and with a range of 4,000 miles. With two overseas aircraft types in the fleet, the company's route structure expanded still further.

Paris was added to the routes in 1951 and the next year, Dusseldorf. Southward, it was Mexico City in 1954 and Antigua in 1958, while the Atlantic route expanded with the addition of Zurich and Brussels in 1958.

In 1955 Trans-Canada Air Lines became the first North American airline to

introduce the comfort and speed of propeller-turbine aircraft, when the first of 51 British-built *Vickers Viscounts* was introduced on Canadian routes.

Cargo business was growing too. In 1953, TCA bought three *Bristol* freighters replacing an old *Lodestar* which had been in full cargo use since 1948. In 1955, three *North Stars* were converted into cargo-liners to develop new markets.

The jet age

The commercial jet age came to Canada in 1960 when the airline introduced the



Air Canada



The First
Forty Years



550-mile-an-hour DC-8. Vancouver to Montreal became a five-hour flight; Montreal to London just six hours. The *North Star* and *Super "Connie"* era was ended.

It was in 1960 that the company opened its maintenance base at Montreal's Dorval Airport and, in the ensuing years, the airline concentrated its maintenance in the complex, phasing out its major overhaul work from Winnipeg.

The name of Trans-Canada Air Lines became history when the airline changed its identity on January 1, 1965 to a more descriptive name, Air Canada.

In 1966, Air Canada became the first North American airline to serve Moscow. At the same time a schedule was inaugurated to Copenhagen. A Canada-U.S.



Air Canada and the Royal Canadian Mint have designed and struck a series of ten commemorative coins featuring the airline's 40-year fleet. Limited editions will be available in silver and a larger number of nickel medallions are also being struck for numismatists.

bilateral agreement concluded that year enabled the airline to begin serving Miami, and in 1967 Los Angeles was added to the route map.

It was during the Sixties, too, that Air Canada retired many of its early piston-engined aircraft and became the first airline in North America with an all-turbine fleet, the latest addition to which was the DC-9.

The Seventies

The Seventies began for Air Canada with the inauguration of service to Prague. Early in 1971, the first of the wide-body jetliners, the huge *Boeing 747*, was delivered and put into service on long-haul

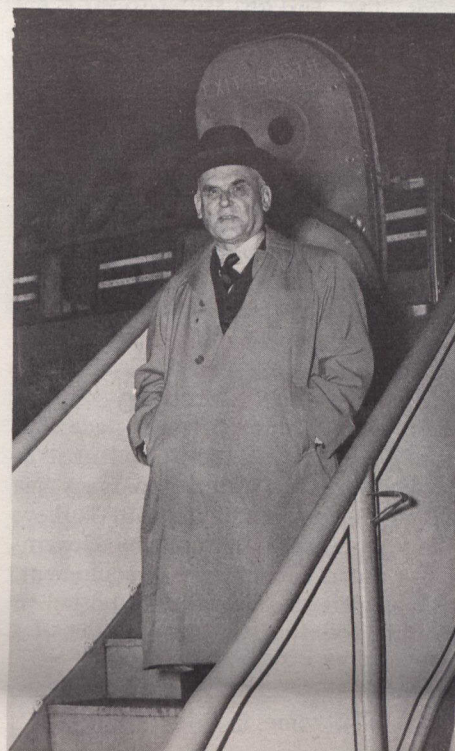


Forty years after the original TCA flight in 1937, Air Canada's sleek Boeing 727 adds a touch of sophistication to the Vancouver-Seattle run.

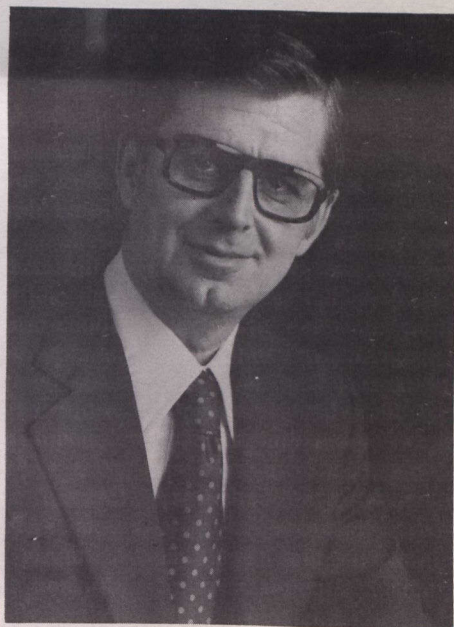
domestic and Atlantic routes.

A year later, the company introduced its Rapidair commuter service between Toronto and Montreal, featuring up to 50 flights a day on the heavily travelled route. In 1973, Air Canada launched its Lockheed L-1011 *TriStar* on a number of Canadian routes, bringing "wide-body" service to major Canadian centres for the first time.

Canada and the United States signed a major agreement in late 1973, opening up 18 new trans-border routes to Canadian carriers over the period 1974 to 1979. As a result, San Francisco became an Air Canada port-of-call in 1974 and Dallas, Fort Worth-Houston were added the next year. A new southern route also began in 1975 with service to the French Antilles islands of Guadeloupe and Martinique. Service to Cuba was initiated a year later.



C.D. Howe, Minister of Transport in 1937, who became known as "the father of TCA", was the person mainly responsible for the airline's inauguration and development.



Claude I. Taylor, President and Chief Executive of Air Canada.

The future

The national carrier recorded its first billion-dollar revenue year in its fortieth year of operation. It now employs well over 20,000 men and women.

Electronic reservations systems and computer technology are common-place in today's Air Canada and so is the dedication to the objective of the 1937 TCA Act – to provide "speedy and efficient" air transportation and to serve Canada's interests at home and abroad.

Largest-ever sale of Canadian road graders completed

The Export Development Corporation, with the Bank of Montreal, is helping finance Canada's largest-ever foreign sale of road graders valued at \$19 million. Two loan agreements have been signed, covering the sale of 475 graders by Dominion Road Machinery Co. Ltd. (DRM) of Goderich, Ontario, to the Republic of Turkey.

The transaction brings to three the number of EDC-supported sales of DRM graders to Turkey this year. Last February, the Turkish Ministry of Rural Affairs bought 37 of the units. The record sale is expected to result in about 500 man-years of Canadian labour and involves at least seven major sub-suppliers.

E.G. Hill, DRM Vice President, Manufacturing, said his company expects to increase by 50 people its present 1,000-strong work force at its rural Ontario plant, north of London. Additional business from spare part sales also will result.

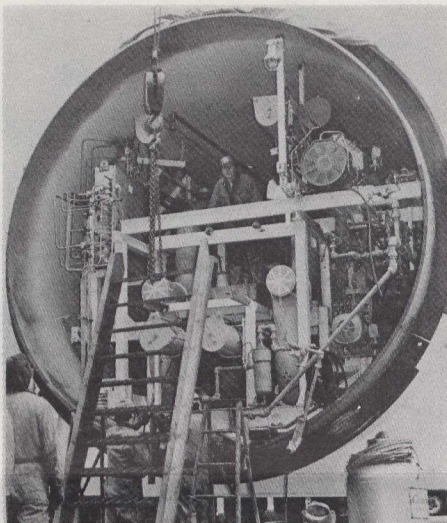
Dominion Road Machinery is the largest manufacturer of road graders in Canada and one of the three largest in the world. Since 1970, the company has sold more than 1,250 units to Turkey, filling more than half of the Government's orders for this type of equipment. DRM graders also have been exported to 60 other countries with many of the sales supported by EDC financing.

EDC bill becomes law

EDC's bill to increase the maximum liability ceiling under the Corporation's export credits insurance program has received Royal assent to become law.

The bill increases the maximum liability under operations authorized by the Corporation's Board of Directors to \$2.5 billion from the previous limit of \$750 million. Liability under the Government of Canada's account, administered by EDC on behalf of the Government, increases to \$1 billion from \$750 million.

Greater demands on the Corporation's resources by Canadian exporters required EDC to seek the increased limits.



Late last year, EDC and the Bank of Montreal signed an agreement to lend \$14 million to support a \$27.4-million sale to Brazil of an undersea petroleum-gathering and production system designed and built by Lockheed Petroleum Services Ltd. (LPS) of New Westminster, B.C. LPS has recently informed EDC that the manifold centre, a key component in the complete system, is now ready for delivery. Destined for the 500-foot deep Garoupa oil field, the manifold is more than 78 feet long, 15 feet in diameter, and weighs about 1,000 tons. When in place, it will commingle crude oil flows from nine satellite wells. Pictured above, the "Bird cage" — a steel frame with all manifold centre internals — is being pulled into the manifold centre hull. In addition to financing part of the sale, EDC, through its Foreign Investment Guarantees program, insured the subsea service system for the manifold.

Irrigation by sewage

An unexpected chain of events during a research project in Swift Current, Saskatchewan may have uncovered a means of economically treating raw sewage.

Wally Nicholaichuk and Volkmar Biederbeck, two scientists at the Agriculture Canada Research Station there, have spent much of the past three years investigating possible hazards of irrigating farmland with sewage from the city of Swift Current. So far, their research has shown that no ill effects have resulted on either soil or on animals that eat crops produced on the sewage-irrigated land.

One of the potentially more dangerous

components of sewage — bacteria that originate in the intestines of humans and other mammals — was noticeably reduced in field tests after irrigation with sewage. The researchers simulated field conditions in the laboratory.

"We found that the coliform bacteria were killed as they passed through the main pump lifting the sewage from the lagoon to field level," Dr. Biederbeck said.

The researchers concluded that sudden pressure changes in the pump subjected the bacterial cells to extreme physical stress, killing up to 90 per cent of them.

The scientists also found that addition of very small amounts of chlorine to the sewage before pumping — less than 1 per cent of that normally used for chlorination — resulted in an even greater kill of coliforms during pumping.

Work will continue for two years into possible practical uses of this phenomenon as the researchers prepare a handbook on crop irrigation with sewage effluent. Negotiations have begun between the city and four area farmers for disposal of sewage. Up to 750 acres will be irrigated with sewage, with the city delivering it by pipeline to the contract farms. The majority of the land now is seeded to alfalfa and other forage crops.

Water search in Ghana

Canada is providing Ghana with a \$9-million grant to expand an extensive well-digging program in the northern part of the country.

The current Canadian assistance complements earlier efforts to ensure safe supplies of drinking water for the nearly 900,000 residents of the region. The new grant, from allocations of the Canadian International Development Agency, brings to \$17 million the total CIDA contribution for well-digging and the construction of urban water supply systems for major towns in Ghana.

When Canadian involvement in the program is phased out in late 1979, about 2,500 wells will have been dug in the 11,000-square-mile area, each serving from 300 to 500 people. So far, some 1,250 wells have been dug and are in operation.

The Canadian assistance also provides for the training of Ghanaian workers on drill rigs and in the maintenance of the water pumps.

Canada hosts United Nations Economic Commission energy meeting

Energy Considerations in the Planning and Development of Human Settlements, a seminar sponsored by the United Nations Economic Commission for Europe (ECE), will be held in Ottawa from October 3 to 14.

The ECE, a regional body of the UN, encompassing all the countries of Europe and the United States and Canada, was formed in March 1947, to assist in the economic reconstruction of Europe, raise the level of economic activity and strengthen the economic relations of European countries.

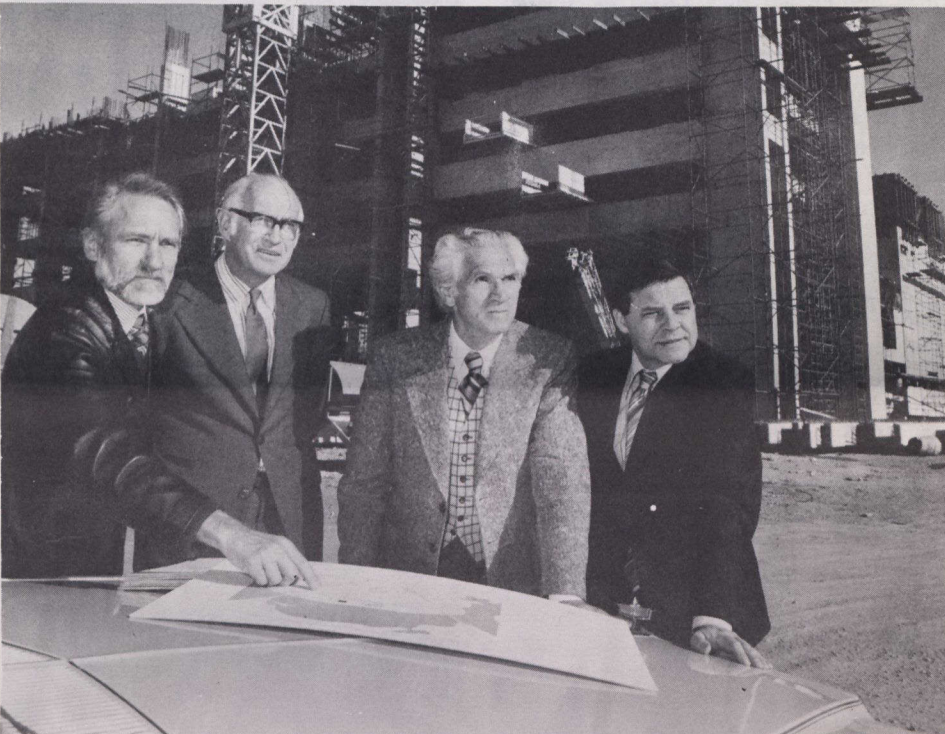
Three years ago, Canada became an active member of the organization which will discuss the long-term impact of energy considerations in the planning, construction and improvement of human

settlements.

Participants will be asked to consider the design measures that should be taken to improve thermal performance of new buildings and to explore better insulation measures, use of solar energy, heat pumps and changes in window design. They will also consider methods of reducing energy consumption in existing buildings and discuss the feasibility of building a district heating system in new subdivisions or communities to achieve energy economy and efficiency.

About 300 participants from 34 member nations of the ECE — as well as a number of international organizations — are expected to attend the October seminar, being prepared by Urban Affairs and Central Mortgage and Housing.

Chief Justice of Canada visits Australia and New Zealand



Bora Laskin, Canada's Chief Justice (third left), tours the construction site of the High Court of Australia with (from left to right) architect H. Marelli; First Assistant Secretary, Attorney-General's Office, H.T. Bennett; and Acting Canadian High Commissioner, H.R. Morgan. Mr. Laskin, accompanied by his wife, was in Australia recently as guest speaker at the annual convention of the Law Society of Australia in Sydney. They also visited Canberra and Melbourne before going on to New Zealand. In Canberra, the Chief Justice and Mrs. Laskin were guests of honour at a dinner given by Attorney-General Ellicott, attended by many senior members of the legal profession and judiciary. The following day, Australia's Governor General, Sir John Kerr, gave a lunch in their honour.

New chairman for CRTC

Pierre Camu was recently named Chairman of the Canadian Radio-Television and Telecommunications Commission, effective October 1.

Mr. Camu's service with the Government began in 1949 when he joined the Department of Mines and Technical Surveys, Geographical Division. From 1956 to 1960, he was professor of economic geography and Director of the Research Centre of the Faculty of Commerce at Laval University. He was appointed Vice-President of the St. Lawrence Seaway Authority in 1960, and served as President from 1965. While in that capacity, Mr. Camu was also appointed Administrator, Canadian Marine Transportation Administration in the Ministry of Transport.

In 1973 Mr. Camu resigned as President of the St. Lawrence Seaway Authority to assume his present position of President and General Manager of the Canadian Association of Broadcasters.

Historic tent

It's getting a bit tattered and torn, and leaks just a wee bit, so the Boy Scouts of Streetly, England would be willing to exchange their tent for a new one. Scout Leader J.C. Bottrell is looking to Canada for a possible "exchange" as the scouts lack the funds to purchase a replacement.

For the threadbare bell tent of the 1st Streetly Scout Group originally belonged to the Canadian Army — in the First World War.

The old tent may even have sentimental or historical value. Inscribed on one of the panels is "A" Company, 101 Battalion, Winnipeg, Manitoba, along with the date 1919. A list of tent-mates follows: W. Wilson, W.G. Rogers, J.S. McInnes, H.T. Nicholls, A. Terrace, E.M. Wilson, J.C. Stuart, J.C. Mayrs, E. Williams, G. Ande, C.E.W. Rogers, A. Jack, S.K. Hunter, G. Gray.

"Maybe," said Scout Leader Bottrell, "one of them eventually made Field Marshall."

The 101st Battalion has since become the Royal Winnipeg Rifles.

The Canadian War Museum in Ottawa, which is interested in acquiring the relic, hopes to arrange an exchange of some sort.

Stamps honour Commonwealth Conference and Canadian heroes

For the third time in 15 years, the Canada Post Office will commemorate a Canadian-hosted conference of the Commonwealth countries with the issue of a new stamp to mark the opening of the twenty-third Commonwealth Parliamentary Conference, to be held in Ottawa from September 19 to 25.



The 25-cent stamp, designed by Stuart Ash of Toronto from a photograph by Ottawa artist Malak, features the Peace Tower of the Parliament buildings.

Founded in 1911, the Commonwealth Parliamentary Association is composed of "Commonwealth Parliamentarians who, irrespective of race, religion, or culture, are united by community of interest, respect for the rule of law and the rights and freedoms of the individual citizen, and by pursuit of the positive ideals of parliamentary democracy".



Bernier and Fleming stamps

Sir Sandford Fleming and Joseph-Elzéar Bernier, renowned names in Canadian history, will be commemorated Septem-



ber 16, when the Canada Post Office issues two new 12-cent stamps.

Both stamps, which were designed by Will Davies of Toronto, depict the subjects in settings relating to significant events in their lives. Bernier is pictured with the CGS *Arctic*, shown caught in the ice during one of his expeditions. As commander of the vessel, he claimed islands and established police posts in the Arctic, thereby strengthening Canadian sovereignty in the North. Fleming's portrait is featured with a train, which is shown crossing one of the steel bridges he designed and surveyed on the Intercolonial Railway. He also designed Canada's first stamp, the "Three Penny Beaver", invented a system of standard time and promoted the Pacific cable.

New regulations for swine imports from the U.S.

Agriculture Minister Eugene Whelan recently announced that, effective August 11, all swine breeding stock imported from the United States must be quarantined only in federally-operated quarantine stations. The action was taken because of concern on the part of the Canadian swine industry about the number of cases of pseudorabies in the U.S.

From 100 to 200 head of swine are imported from the U.S. annually. They must be quarantined for 30 days to prevent entry of hog cholera, a disease which has not been present in Canada since 1963. In the past, the number of imported animals has sometimes exceeded the capacity of a particular quarantine station. So animals were sometimes quarantined at previously approved farm locations.

"We are now permitting quarantine only at federal quarantine stations because of concern that the disease could spread if it appears at locations in live-stock-producing areas. At a federal quarantine station, any outbreak of pseudorabies could be completely controlled," the minister said.

Pseudorabies is a reportable disease under the federal Animal Disease and Protection Act. The virus can seriously affect swine and can result in loss of young pigs. Older pigs, less likely to die from the infection, may remain carriers of the disease.

Oil and gas search intensifies

Amendments to the Canada Oil and Gas Land Regulations have opened up over one billion acres of land under federal jurisdiction in the North and offshore areas for oil and natural gas exploration.

The system inaugurated by the amendments will enable the processing of current applications for oil and gas leases on some 31 million acres now held under permit. It will allow the selective issuing of new exploration rights on about 700 million acres of Crown reserve lands, which were once held under permit or lease but were surrendered to the Crown. In addition, more than 600 million acres of Canada lands, both on and off-shore that have never been covered by permit or lease will become available for exploration on a carefully selected basis.

Ending the moratorium on the issuance of oil and gas leases and opening up new areas of Canada lands for exploration should provide good incentive for industry to press the search for oil and gas.

The amendments provide special options for Petro-Canada to obtain up to 25 per cent of those lands available within a year of the date of the amendment of the regulations, as well as up to 25 per cent of any lands surrendered to the Crown over seven years from that date.

Petro-Canada will also be able to acquire up to a 25 percent working interest on lands where the normal permit term has expired and where no significant finds of oil or gas have been made. Any application for a special renewal of existing permits or for conversion of lease applications to special renewal permits will automatically trigger the option. However, should the net Canadian equity represented by the companies involved be more than 35 per cent, Petro-Canada would not be able to exercise this option.

The fact that the Petro-Canada option is directly tied to the net Canadian equity represented by holders of the lands, provides oil and gas companies with an opportunity to meet the more than 35 percent minimum requirements by increasing the Canadian ownership element. This should afford Canadian companies a greater opportunity to become involved in the oil and gas exploration and development activities in the frontier regions. It will also enhance Canadian ownership of those oil and gas resources discovered and produced in these regions.

News of the arts

Film series honours settlers

Seven hour-long motion pictures under the title: *The Newcomers: Inhabiting a New Land*, commissioned by Imperial Oil to commemorate its centennial in 1980, have recently begun production (see *Canada Weekly*, Vol. 5, No. 12, March 23).



Cameraman René Verzière prepares a scene with members of the 1847 crew.

Nielsen-Ferns Inc. of Toronto and Montreal are producing the films. Haygood Hardy has composed the music for *The Newcomers*, and André Gagnon has prepared the score for 1740. Script writers include Timothy Findley, Guy Fournier, Alice Munro, Al Purdy, George Ryga, and Charles Israel, who is also ex-



Neighbours unwind after completion of an immigrant's cabin in the film 1827.



In the film 1847, an Irish immigrant, en route to Montreal, hopes to meet her husband. She learns that he died of cholera while waiting for her.

ecutive story editor. The scripts, or "documentary-dramas," were prepared in collaboration with an advisory board of 11 scholars, to ensure historical accuracy and authenticity of props and settings.

The series begins with a prologue that portrays lives of the original peoples in Canada before the white man arrived. This is followed by films devoted to the

two founding peoples and four other principal immigrant streams, spanning the period from the 1740s to the present.

Isolation, back-breaking labour, harsh weather, and homesickness confronted many of the characters whose stories are related, but from the newcomers' struggles emerged a courage and resilience from which Canada has benefited.

Canada Council brings publishers and readers together

The Canada Council has distributed more than 115,000 Canadian books worth \$620,000 in its fifth annual book purchase and donation program for 1976-77.

The book purchase and donation program, which this year attracted more applications than ever, is designed both as an encouragement to Canadian writers and publishers and to help organizations that have limited budgets for book purchases.

The books for 1976-77 were bought from 120 Canadian publishing houses, 76 publishers in English, 44 in French. The volumes were made up in kits of 200 titles each, 214 kits in English, 159 in French, and 67 bilingual (100 books in each language). Organizations in the

Atlantic provinces received 78 kits, Quebec 122, Ontario 99, Prairies and Northwest Territories 95, British Columbia and the Yukon 45.

Among the recipients are libraries in rural communities, community groups, senior citizens' clubs, hospitals, prisons, drop-in centres, primary schools in remote areas, and high schools that provide library service to the community.

Capital's new newspaper

Ottawa Today, Ottawa's new morning tabloid appeared in street corner boxes on September 1. With a print run of 55,000 for its 128-page first edition, editor Charles King says he hopes it will settle down to a regular 30,000.

International food standards

International co-operation on problems that confront all countries often seems out of reach. There is an example, however, of successful international co-operation on standards governing one of man's most basic needs — food.

The Food and Agriculture Organization and the World Health Organization of the United Nations, recognizing that differing food standards could prevent the free flow of commodities between countries, recommended the establishment of the Codex Alimentarius Commission in 1962 to implement the joint FAO/WHO Food Standards Program.

There are now 115 member countries in the Codex Alimentarius Commission. Standards and codes of practice are negotiated among the member countries and then submitted to each of them for acceptance.

A country may give the recommended commodity standards full acceptance, acceptance with specified deviation, or target acceptance for some specified future date.

The Codex Commission has established 26 subsidiary bodies to deal with general policy, specific groups of food and matters relevant to the work of the commodity committees. These bodies, each hosted by a different country, meet either annually or on an 18-month cycle. Canada is host for the Codex Committee on Food Labelling.

Each country also has representatives on the subsidiary bodies that are relevant to its interests. In the case of Canada, Agriculture, Consumer and Corporate Affairs, Environment, Health and Welfare, and Industry, Trade and Commerce are given primary responsibility for those committees whose subject matter falls largely under their jurisdiction.

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Cette publication existe également en français sous le titre Hebdo Canada.

Algunos números de esta publicación aparecen también en español bajo el título Noticiero de Canadá.

Ähnliche Ausgaben dieses Informationsblatts erscheinen auch in deutscher Sprache unter dem Titel Profil Kanada.

News briefs

A total of 25,557 immigrants came to Canada during the first three months of 1977. The breakdown by immigrant class changed little from the first quarter of last year. Sponsored dependents made up 42.7 per cent of total landings while nominated relatives accounted for 25.6 per cent and independent immigrants 31.7 per cent. Ontario, which maintained its lead as province of destination, received 12,241 immigrants, or 47.9 per cent of the total movement. Quebec was next with 4,630, or 18.1 per cent, followed by British Columbia with 13.2 per cent.

Treasury Board and public service union officials, now negotiating major changes in the Government's bilingualism programs, said recently that all second language training of government employees is expected to end by 1983. A new policy to be announced in September is expected to include these elements: the number of government jobs designated as bilingual will be reduced from the present level of 69,014 to as low as 42,000; unilingual civil servants will not be allowed to apply for the bilingual positions, which will be open only to those competent in both English and French; the 533 language training classrooms, costing \$65.6 million to operate this year, will be closed over the next five to six years.

Dr. W. Bennett Lewis of Queen's University, Kingston, who is widely honoured by universities in Canada, the United States and abroad, received an honorary degree this summer from the University of Birmingham in England. The university conferred the honorary doctor of science degree at convocation ceremonies, July 14. Dr. Lewis, an internationally-known nuclear scientist, addressed the gathering. Known as the father of the CANDU reactor, Professor Lewis received the Outstanding Achievement Award of the Public Service of Canada in 1966 for his contributions to the success of the Canadian atomic energy program. He also holds the U.S. Atoms for Peace Award and the Royal Society of Canada Medal.

The Canadian International Development Agency will help Tanzania restore its railway system with a \$60-million grant to be distributed over the next six years.

The Federal Government and the government of Yukon recently signed a General Development Agreement designed to provide a comprehensive and co-ordinated approach to social and economic planning and development in the Yukon. The agreement is modelled on Department of Regional Economic Expansion agreements with the provinces and is considered the most appropriate method for federal-territorial planning and economic expansion in the territory.

Garson Vogel, chief commissioner of the Canadian Wheat Board, has been appointed executive director of the UN World Food Program. He will take up his five-year appointment in October. The World Food Program, jointly sponsored by the UN and FAO, has committed \$750 million for Third World projects in its current annual budget.

The Canadian Pulp and Paper Association says newsprint and pulp capacity of Canadian mills is expected to increase at a slower pace in the next three years than in the previous five, with newsprint capacity rising only 0.9 per cent a year.

Tests are being conducted in Vancouver on a brand of West German bird seed. The manufacturer — Vitakraft — guarantees that its product "promotes singing in canaries and other song birds". Sing-Song Treat contains rapeseed, radish seed, honey and Nigorseed. The National Organization for the Reform of Marijuana Laws in Canada says Nigorseed is really marijuana.

To ensure that the best examples of Canada's cultural, historic and scientific heritage remain in the country, the Federal Government is moving to prevent the uncontrolled export of national treasures. The Cultural Property Export and Import Act (Bill C-33), which will regulate the import and export of such property and provide tax incentives to encourage Canadians to dispose of their national treasures to their local institutions, came into force on September 6.

The Federal Government reported a deficit of \$299 million in July, an increase of a deficit of \$85 million in July a year ago. Government revenues declined to \$2.6 billion from \$2.95 billion in July 1976. At the same time, spending rose to \$3.6 billion from \$3.02 billion.