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Changes in immigration regulations require definite offer of jobs

Changes in the regulations under the Immigration Act designed to stabilize the flow of immigration and to tie it more closely to needs of the labour market were announced in the House of Commons on October 22 by Minister of Manpower and Immigration Robert Andras.

Under the new rules, unless a prospective immigrant in the "independent" and "nominated relative" categories can produce evidence of pre-arranged employment, or is going to a designated occupation*, ten points will be deducted from a total of 50 needed for admittance to Canada.

Also under the new regulations, prospective immigrants in the same two categories will not receive credit for pre-arranged employment unless it has been established that no Canadian citizen or landed immigrant is available to fill the vacancy.

Those not affected

In his announcement, Mr. Andras stated that the changes would have no effect on the movement of sponsored dependants who come to Canada to re-join their families. And he emphasized that the new regulations would be applicable equally to all countries.

The Minister stated that the new regulations would have no impact on Canada's traditional concern for and response to refugees. "We will continue to deal compassionately with refugees, victims of oppression and cases where other humanitarian considerations apply," he said.

Mr. Andras pointed out that a Green Paper on immigration, which would be tabled in the House of Commons early next year, would form a basis for widespread public discussion of the options open to Canada for immigration in the future. These discussions would lead

to a new Immigration Act, Mr. Andras said.

"Immigrants have always played a major role in the social and economic development of Canada," Mr. Andras said, "and the new regulations are designed to stabilize the flow during the immediate period when our basic immigration legislation is under review." And it is essential, at a time of uncertain employment opportunity, that the flow of immigration be closely related to the demands of the labour market.

"It is in the best interest both of Canadians and of new immigrants that new arrivals in this country are able to find jobs quickly and begin the pro-

Pre-arranged employment means:

- .Definite employment.
- .Reasonable prospects of continuity.
- .Meets local conditions of work and wages normally prevailing.
- .Applicant must meet all federal, provincial and other applicable licensing and regulating requirements relating to the employment.

Additional:

No suitably qualified Canadian citizen or landed immigrant is available for the job.

cess of becoming integrated in the community. If jobs are hard to find and new immigrants are in competition with established residents for them, then everybody suffers," he continued.

Canada admitted 104,089 immigrants during the first six months of 1974. This is an increase of 33,256, or almost 47 percent more than the number admitted during the corresponding period of 1973, and an increase of 49,776, or 92 percent more than in the same period of 1972, pointed out Mr. Andras. He estimated that more than 200,000 immigrants would arrive in Canada by the end of 1974.

"If we did not take action to restrain the increase," Mr. Andras said, "we could well have 300,000 immigrants in 1976, more than one half of them settling in Montreal, Toronto and Vancouver."

* Designated by the Minister on the advice of the Regional Directors General of Manpower and Immigration; usually in consultation with the province through the Manpower Needs Committee; severe local shortage; meets all criteria for arranged employment.

(Over)

The Minister said that the new regulations would be equally applicable to both nominated relatives (more distant relatives of people already in Canada) and independent immigrants (those who come to Canada without family ties). He added: "There are absolutely no racial implications in these regulations. They are universal and non-discriminatory and will be applied in exactly the same way everywhere in the world.

"The changes to the regulations, which do not affect sponsored dependants coming to join their immediate family, are part of the continuing process initiated last February by the Government to improve the chances that new immigrants will be able to find immediate employment after arrival," Mr. Andras said.

Foreign workers

The changes will also directly affect Canadian employers who recruit foreign workers.

"By insisting that we will give credit for pre-arranged employment only if a qualified Canadian citizen or permanent

Attitudes of other countries

Britain: Permanent admission restricted to Commonwealth citizens with parent or grandparent born in Britain, to EEC citizens and to persons with skills in exceptional demand.

France: On July 4, 1974 admission of foreign workers and dependants temporarily suspended.

West Germany: Effective November 26, 1973 issuance of work permits to foreign workers banned.

Australia: Very recent announcement suspending all applications, except those already approved and those involving sponsored dependants and persons with occupations in strong and unsatisfied demand.

New Zealand: On May 7, 1974 announcement severely restricting immigration, i.e. immigrants generally require pre-arranged housing and employment.

resident is not available, we are asking Canadian employers to give first preference to residents of Canada, before recruiting workers outside the country," said Mr. Andras.

"The changes I have announced re-

present the fairest, the most just and most equitable measures we could devise to cope with the anticipated flow of immigrants to Canada. And they are far less sweeping and far more satisfactory than those changes we would be forced to contemplate a year or two from now if we did not act today," Mr. Andras concluded.

Immigration priority system

New immigrant priorities were approved for all countries last May and were introduced at posts abroad in June. Their purpose was to ensure that available manpower and other resources were used, in dealing with a sharp rise in the numbers of applicants for admission to Canada. They were:

- (1) Sponsored dependants;

Independent applicants:

Need 50 points to be admitted. Need a background and medical check.

Points are awarded on the following factors:

	Points up to
Education and training	20
Personal assessment	15
Occupational demand	15
Occupational skill	10
Age	10
Arranged employment	10
Knowledge of French and English	10
Relatives	3-5
Area demand	5

New:

After all points are awarded, ten points are deducted unless applicant has arranged employment or is going to a designated vacancy.

An independent applicant must have one point of occupational demand or pre-arranged employment or be destined to a designated vacancy for admission to Canada.

- (2) Independent and nominated applicants:

- (a) destined to verified arranged employment,
- (b) destined to "designated occupations" (an occupation which has been designated by the Immigration Department, in consultation with the provinces, as being in particular short supply in a particular geographic area);
- (c) with occupations which have a high occupational demand rating (8-15 points).
- (3) Applicants whose arrival in Canada would create jobs;
- (4) All other applicants on a first come first served basis.

Nominated relatives:

Need 50 points to be admitted. Need a background and medical check.

They are: sons and daughters over 21; married sons and daughters; brothers or sisters; parents or grandparents under 60; and nephews, nieces, uncles, aunts and grandchildren.

Points are awarded on the following factors:

	Points up to
Education and training	20
Personal assessment	15
Occupational demand	15
Occupational skill	10
Age	10
Relatives	15-30

New:

After all points are awarded, ten points are deducted unless applicant has arranged employment or is going to a designated vacancy.

The nominated relative must have one point of occupational demand or pre-arranged employment or be destined to a designated vacancy for admission to Canada.

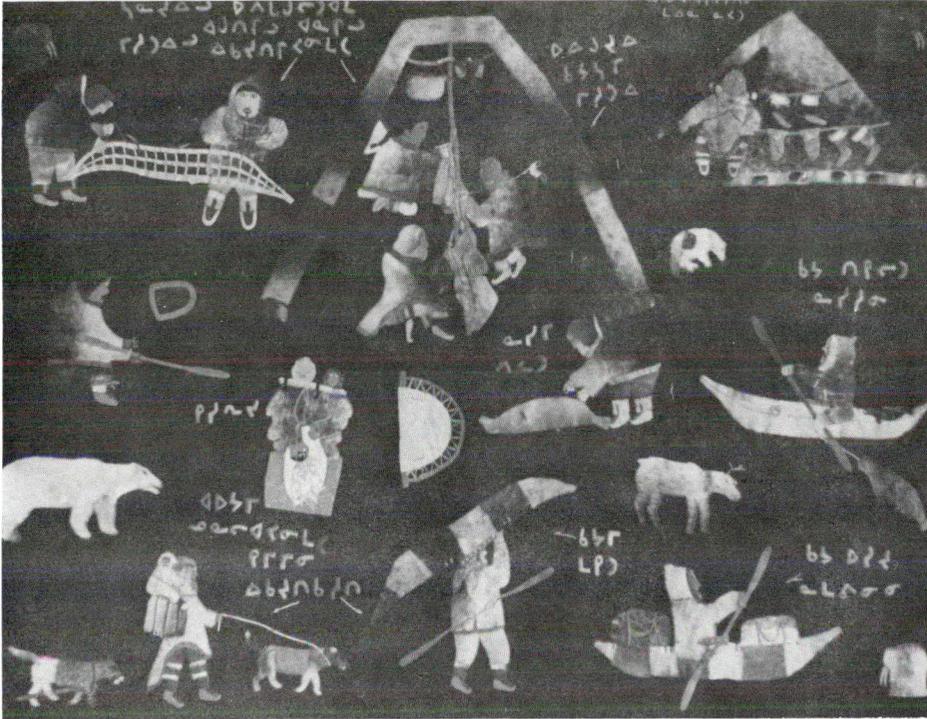
Super train brainchild of three universities for Canada Transport

A train that will float six inches above ground, as a result of electromagnetic levitation, and travel at 300 mph is being designed and developed jointly by the Universities of Queen's, McGill and Toronto as a future method of mass transportation. Teams at each university are looking after different aspects of the project.

Officials of the federal Department of Transport believe that fast trains of this sort will be needed by the 1980s to move large numbers of people quickly and efficiently over distances of several hundreds of miles.

"The control system and motor design are already completed and some tests are ready to take place at

New Inuit wall hanging on view at National Arts Centre



Building a kayak, hunting seal and travelling on the land are some of the traditional ways of Inuit life depicted in *Arctic Summer*, a new appliqué and embroidery wall hanging of sealskin, leather and felt shown for the first time on October 7 at the National Arts Centre in Ottawa.

"This fine piece of work is a welcome addition to the Department's permanent collection of Inuit art," said Indian and Northern Development Minister Judd Buchanan. "We are pleased that its first public showing is in the National Arts Centre, where a wide audience will be able to enjoy it."

The hanging will be on loan to the NAC for one year, following which it will return to the Department of Indian and Northern Affairs' permanent collection which preserves many of the finest examples of Eskimo art for the perpetual enjoyment of all Canadians. Items in the collection are shown regularly throughout Canada.

Arctic Summer, which took three weeks to make, is the creation of Mrs. Mina Napartuk and Mrs. Annie Niviaxie of Great Whale River, Arctic Quebec, who were present at the unveiling. They are accomplished artists, craftswomen and leaders in the co-operative commercial sewing centre in their community as well as experts in the manu-

facture of skin and fur garments.

The community centre, which began making hangings of this type only a few months ago, already has received orders for hangings for use in lobbies of office buildings and in public areas.

Mrs. Napartuk was a delegate at the recent Arctic Women's Workshop in Toronto, the world's first conference and workshop of northern craftspeople.

Mrs. Niviaxie is also a noted sculptor. Her work was displayed in the outstanding Masterworks Exhibition of Canadian Eskimo Carvers, which toured major world centres from 1971 to 1973.



Annie Niviaxie (extreme left) and Mina Napartuk (extreme right) of Great Whale River, Arctic Quebec, are assisted by Malaya Crow as they finish their wall hanging *Arctic Summer*.

Prime Minister to visit Washington

Prime Minister Trudeau has accepted the invitation of President Gerald Ford to visit Washington, D.C., December 4.

Mr. Trudeau stated that he looked forward to meeting President Ford and particularly welcomed a meeting at this time because of the opportunity it would present to review not only relations between Canada and the United States, which he termed "healthy", but also those aspects of the current international situation of deepest concern to each country.

Canada and the U.S. are among the world's largest trading nations, and their bilateral trade exceeds in value that of any other two countries in the world. For these reasons, the implications of inflation, the problems of supply, and trade conditions generally are of vital importance to the economic well-being of each.

Mr. Trudeau will be guest of honour at a dinner at the White House on the evening of December 4 following the business meetings earlier in the day.

Help for hurricane victims

More than half a million dollars of Canadian aid from both government and non-government sources has been extended to Honduras following Hurricane Fifi.

The Canadian International Development Agency (CIDA) has contributed \$90,000 to the League of Red Cross Societies (through the Canadian Red Cross Society), \$130,000 to the World Food Program, \$65,000 to UNICEF, \$65,000 to the Pan American Health Organization and a total of \$150,000 to various other international and local Honduran organizations active in relief work.

The government of British Columbia has contributed \$25,000 to the Canadian Red Cross for aid to Honduras.

Among Canadian voluntary agencies that have contributed in cash and kind are the Help Honduras Foundation, the Canadian Red Cross Society, the Salvation Army, Oxfam of Canada, CARE of Canada, CANSAVE, Church Action for Emergency Aid, the Manitoba Credit Union, Share of Canada, World Vision, and others.

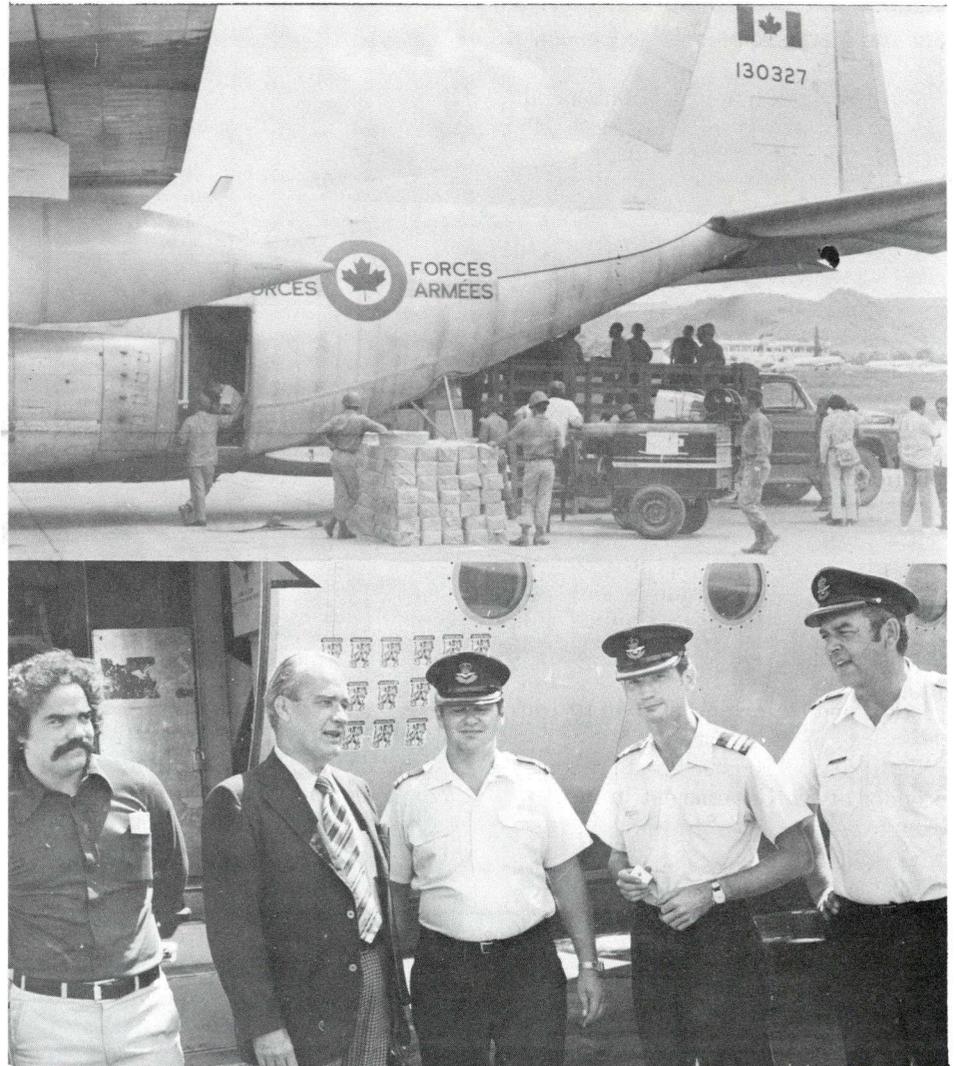
A Canadian Forces *Hercules* aircraft has taken food, clothing and medical supplies to the capital city of Tegucigalpa and has stayed on to ferry some 90,000 lbs. of supplies daily from there to the Caribbean coast.

The Canadian Ambassador to Honduras, G.C. Langille, the Embassy's First Secretary (development) Robert Anderson, and Gabriel Dicaire of CIDA's Latin American Division have been in Honduras for some time to evaluate needs and identify sectors where Canadian assistance would be most helpful.

Reports from the Ambassador and from other donor nations and organizations all stress that present requirements for aid in kind have been met and that most immediate need is for cash. Further shipments of goods could tie up sorely needed unloading and transportation facilities.

Canadians wishing to make a personal contribution to help the victims of Hurricane Fifi are invited to do so by sending a cash donation to the Canadian voluntary agency of their choice. All non-governmental organizations have their own channels for co-operation with the international agencies active in the stricken area.

Looking beyond the immediate needs for search, rescue and medical attention, CIDA also plans to take part in the rehabilitation program that will constitute the next phase of assistance. One of the first priority items already identified in this Canadian effort is the supply of powdered milk for use in children's feeding programs.



Yves Gagnon, second secretary of the Canadian mission, Guatemala, Canadian Ambassador Craig Langille, and crew members, Captain Lou Paproski,

Captain Chris Colton and Captain Lou Haavisto at Tegucigalpa, during Honduras airlift in aid of the victims of Hurricane Fifi.

Penicillin development research

Dr. Saul Wolfe, professor of chemistry at Queen's University has been awarded a \$106,500-Project Research Applicable to Industry (PRAI) grant from the National Research Council of Canada for the commercial development of new classes of antibacterial agents derived from penicillin. The work is being carried out by his research group and assisted by the Canada Development Corporation.

Following Alexander Fleming's discovery of the antibacterial properties of extracts of penicillium in the late 1920s, 15 years of work were needed to isolate and characterize fully the

active principles in these extracts. The reason for this is that penicillin contains a structural unit that is also chemically extremely fragile.

About 5 per cent of the population is now, or will eventually become allergic to penicillin. Allergic response occurs as the result of a chemical reaction, triggered by the presence in penicillin of a sulfur atom. The hypothesis behind Dr. Wolfe's work is that if this sulfur atom can be replaced by another, more appropriate atom, the allergic response will be removed without loss of the antibacterial activity. To achieve this transformation, however, it is necessary to dissect the molecule into its component parts without

destroying the most fragile portion. Then the sulfur atom must be removed and replaced by another atom. Finally, the new molecule must be reassembled in such a way that the only difference is the replacement of sulfur by the new atom.

To reduce this plan to practice has required 15 years of research. The first announcement of the work was made in 1972 when Dr. Wolfe delivered the Merck Sharpe and Dohme Award Lecture at the National Conference of the Chemical Institute of Canada. At that time he announced that his group had succeeded in synthesizing compounds that were 100 times more active than natural penicillin.

Senator Martin appointed to London

The Prime Minister has announced the appointment of Senator Paul Martin as Canadian High Commissioner to Britain, effective December.

Mr. Martin, who will be leaving Parliament after 39 years' service in the House of Commons and Senate, succeeds J.H. Warren, who has been in London since 1971.

In making the announcement, the Prime Minister said that Canada was sending to London one of its most senior, experienced and respected public men.

The appointment underlined the importance of the London post and the special relations that exist between Canada and Britain, said Mr. Trudeau.

Mr. Martin served as a Cabinet minister for 23 years, under four prime ministers. He was Minister of National Health and Welfare from 1946 to 1957, Secretary of State for External Affairs from 1963 to 1968, and more recently Leader of the Government in the Senate.



Senator Paul Martin, recently appointed Canadian High Commissioner in London, was a former Secretary of State for External Affairs.

Restraint not cutbacks seen as the answer to inflation

In a speech on October 8 to the Club Richelieu in Trois-Rivières, Quebec, Jean Chrétien, President of the Treasury Board, said that properly directed and controlled Federal Government spending was a major factor in fighting inflation.

Mr. Chrétien made a distinction between the need to restrain growth and a cutback in government spending. "It would be very dangerous to apply the brakes too quickly or too heavily, because that could cause a recession and lead to serious unemployment, particularly in those regions where the economy is not over-heated. So we have to be selective about the way in which the Federal Government applies restraint."

Mr. Chrétien noted that more than 60 per cent of Federal Government spending was required to meet statutory or contractual obligations. As a result, the Government doesn't always have the flexibility to satisfy all the demands of the public. "I am always surprised when people urge the Government to pass laws and start new pro-

grams and then complain about Government spending."

A large part of the additional Government expenditures in the current fiscal year is due to measures which directly help Canadians to fight inflation. "We are proposing that well over \$1 billion be spent to subsidize consumer prices on petroleum products in Eastern Canada. That means a difference of about 15 cents per gallon on gasoline and heating oil. We don't think it is inflationary to keep down these prices," said Mr. Chrétien.

"Increases in the family allowance to \$20 per child have contributed substantially to larger Government expenditures. So has the indexing of the Old Age Security payments and the Guaranteed Income Supplement; but these are decisions that were made to help those who are least able to protect themselves against inflation."

Mr. Chrétien concluded: "In reviewing the spending proposals from government departments for the rest of this fiscal year, we are making a careful examination of existing programs...."

Education boom to subside

Canada's education system is heading into a decade of relative calm after the frantic growth of the Fifties and Sixties, says the Bank of Montreal *Business Review* for October.

Total enrolment has tapered off, the number of teachers is actually declining, schools are consolidating or closing and capital costs are levelling off.

It is a trend to be welcomed, says the *Review*.

"Not only will it supply some much-needed relief to the hard-pressed taxpayer (unless, of course, the slack is taken up in other areas of government spending), but it also affords the educational authorities an opportunity to further upgrade the quality of education."

The Review notes that if projections on Canadian population hold true, pressures on elementary and secondary schools should continue to ease until about 1985. After that, the "very young" school-age population will begin to expand again and increases in spending can be expected.

During this period, enrolment in post-secondary institutions should also ease up. *The Review* points out that many of these are already having a hard time attracting students. However, the growing interest in part-time study (part-time enrolment had tripled in the ten years up to 1973) should cushion this apparent drop in total enrolment.

Teacher-demand decline

The Review says that with the general drop in enrolment, the demand for teachers has also fallen off.

"Preliminary data for the present school year show a decline of 1.3 per cent to 265,000 in the number of elementary and secondary teachers, and such a trend should continue for the remainder of this decade."

Naturally enough, the number of schools is declining as well. In 1967, for example, Canada had nearly 20,000 elementary and secondary schools. This year, there are about 16,000, a statistic reflecting the closing of rural schools, the move toward larger, more comprehensive schools, and fewer students to fill the classrooms.

As the pressures of the baby boom of the Fifties and Sixties have passed

on, there is no longer the need for massive building in the elementary and secondary level.

At the post-secondary level much of past expenditures involved the putting in place of necessary facilities and the incurring of hefty capital costs, a process that has been for the most part completed.

The Review notes that in the past two decades, educational spending increased by more than 10 per cent a year, even considering certain inflation indices. More recently, the average annual spending increase has run "only slightly ahead" of the rate of price increases.

Special rental housing program

Urban Affairs Minister Barney Danson recently named ten urban centres as qualifying for participation under the newly-announced \$50-million Central Mortgage and Housing Corporation direct-lending program to spur construction of moderately-priced rental housing.

The measure is expected to yield 2,000 to 2,500 units in the following ten municipalities where rental housing vacancy rates are extremely low: Victoria, Vancouver, Regina, Saskatoon, Toronto, Hamilton, Montreal, Hull, St. John's and Saint John.

Selected projects will be financed by loans under the National Housing Act, which enables CMHC to provide financing up to 95 per cent of costs as recognized by CMHC at an 8 per cent interest rate.

Rents for the housing units produced will be set out in an agreement between the owner and CMHC and will be based on the size of the units, the extent of services provided and the financing terms offered.

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Algunos números de esta publicación parecen también español bajo el título Noticiario de Canadá.

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

Super train

(Continued from P. 2)

Queen's University," says Professor Earl Burke, electrical engineer and a member of the University of Toronto research team mainly responsible for designing the linear synchronous motor. "The train will be a single vehicle about 100 feet long, weighing about 30 metric tons (66,138 pounds) and will carry about 100 passengers."

"Essentially, we see the train as an alternative to planes, with comparable fares for inter-city trips, say, Montreal to Toronto." Professor Burke estimates that it will take about two hours for the train to make the journey from Montreal's Place Ville Sainte Marie to the centre of Toronto.

Canada leader in design

The Maglev Project (for magnetic levitation) is being funded by an annual grant of \$150,000 provided by the Canadian Transportation Development Agency, part of the Department of Transport. Although American and German interests receive millions yearly for their levitation vehicular research, Professor Burke said that Canada was still leading internationally in propulsion-system design. "We're quite excited because our design is relatively simple and quite efficient considering it is a track-powered vehicle," he explains.

Maglev principle

He states that while it is theoretically possible to combine both levitation and propulsion systems, the Maglev train will have two separate systems. Eight side-mounted, super-cooled or "cryogenic" magnets (cooled by liquid helium to nearly 500 degrees Fahrenheit below zero to eliminate current loss) will be used to lift the train off the "track" or guideway. The train's magnetic fields will interact with aluminum strips forming part of the guideway.

Fifty more cryogenic magnets, mounted under the train, will combine with aluminum winding (conductors) buried in the guideway to form what is known as a linear synchronous motor to propel the train. "You could describe it as an unrolled, 300-mile long motor — at least in the case of the Toronto-Montreal route," says Professor Burke.

Power will only be fed to that three-

mile stretch of guideway over which the train is travelling at any particular time. Way stations along the route will also automatically regulate the level of power needed for positive acceleration and braking. Like an airplane, the train will go through periods of take-off and landing.

The Maglev principle being developed by the three Canadian universities is completely different from the Krauss Maffei system, currently being developed as a possible future urban transportation system for the Province of Ontario. The planned Toronto system, according to Professor Burke, is not intended for long distance travel and will be limited by its nature to speeds of about 50 mph.

Stabilization problem

The big problem currently facing scientists working on levitated vehicular research is vehicular stabilization. "We want to know how to control the train from oscillating if a heavy gust of wind hits it, for example," says Professor Burke.

The train will also have to ride on an elevated, concrete guideway to avoid intersections and to be as snow-free as possible. But Professor Burke doesn't think the cost of constructing such a guideway is exorbitant.

"If you think of how much a large passenger aircraft costs and include the cost of the airport in air transportation, I think our system would provide cheaper service for the same duty."

Moreover, he sees certain advantages, such as drastic cuts in pollution and little noise. The possibilities for the future are also "fantastic".

"Most of the power generated by the motor will be going into parting the air, but if you could somehow efficiently construct an evacuated tube to eliminate the wind drag it is possible to foresee such a train going 1,000 mph or more," speculates Professor Burke. "There's almost no limit to the possible speed."