

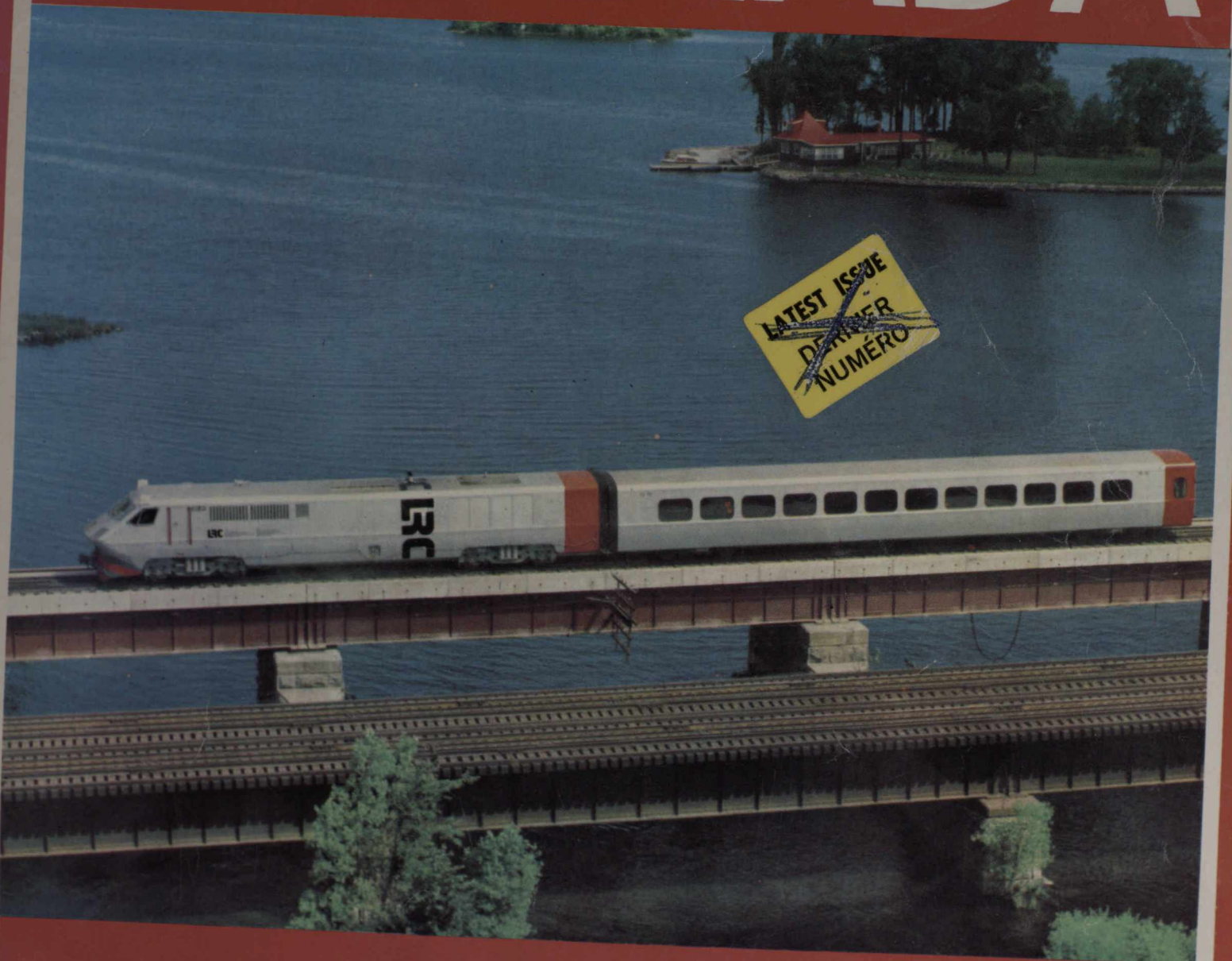
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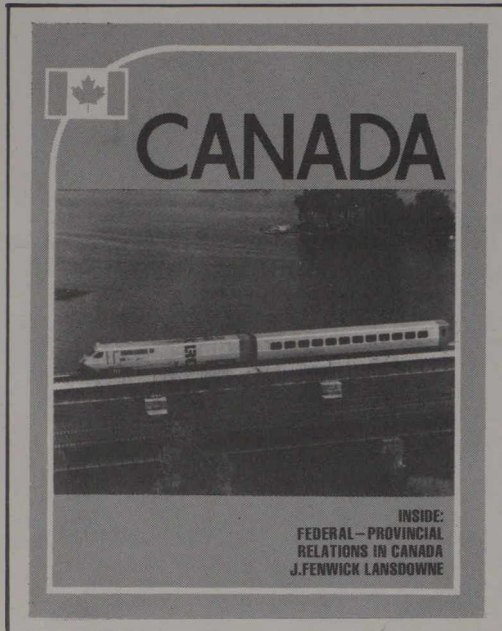
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INSIDE:
FEDERAL - PROVINCIAL
RELATIONS IN CANADA
J.FENWICK LANSDOWNE

CANADA

Vol. I No. IV
Oct.-Dec. 1977



Our Covers:

Front: *The latest innovation in trains—the LRC—on a test run in Canada.*

Back: *Audubon's Warbler by J. Fenwick Lansdowne*

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New Immigration Legislation

On August 5, 1977 Canada's new Immigration Act received Royal Assent. The new Act and its accompanying regulations will be proclaimed on April 10, 1978.

The new Act establishes principles which will govern all Canadian immigration policy: non-discrimination; family reunion; compassion for refugees; and attainment of the economic, social, demographic and cultural goals of Canada. The Act will link the immigration movement to Canada more closely to Canada's population and labour market needs, and provides for the establishment of annual "levels" of immigration. These levels, established in consultation with the Canadian provinces, will be an annual forecast of the number of immigrants Canada can absorb. The annual "level" will be a global limit not a country-by-country quota.

The new Act provides for the selection of immigrants under three admissible classes: a family class consisting of persons sponsored by relatives in Canada; refugees; and independent and other applicants who apply on their own initiative or with the assistance of relatives in Canada.

Except for refugees, retired persons, and members of the family class, applicants will be assessed against a detailed point system based on education, vocational training, experience, prospects for employment, pre-arranged employment, destination in Canada, age, knowledge of Canada's two official languages—English and French, personal suitability and the presence of relatives in Canada.

The new Immigration Regulations widen the range of persons that may be sponsored in one important respect. Canadian citizens will, in future, be able to sponsor parents of any age. The old Immigration Regulations normally required parents to be sixty years of age or over before they were eligible for sponsorship by a citizen or permanent resident of Canada. The sponsorships rights of permanent residents in respect of parents will remain largely the same as under the old Regulations.

The new Immigration Act and Regulations also alter some of the requirements for persons proceeding to Canada on a temporary basis. Visitors who enter Canada will not be able to change status in Canada. Visitors intending to study or work temporarily in Canada, as of April 10, have to obtain student and employment authorizations abroad before they will be admitted. Persons from designated countries intending to visit Canada for three months or more will require a medical examination.

In Canada, immigration is a subject of shared jurisdiction between the provincial governments and the federal government. The Government of the Province of Quebec and the Government of Canada recently signed an agreement by which the province will participate jointly in the selection of persons who wish to settle in Quebec. It is expected that this agreement will be implemented later this year. Agreements have also been signed recently with the provinces of Nova Scotia and Saskatchewan.

Quebec in the Canadian Federation

Increasing international attention is being given to Canada's efforts to review its federal structure in a way to meet the aspirations of both French and English-speaking Canadians. The centre of French Canada is in the province of Quebec. The following is a historical survey, prepared by Professor Ramsay Cook of York University in Canada, of Quebec's place in the Canadian federation, which explains the background to the important domestic issues faced by Canadians today. The views and opinions expressed in this article are those of Professor Cook.

The Canadian federal system, as it was designed in 1867 and has since evolved, reflects the two most fundamental features of Canada: regional diversity and linguistic duality. The regional diversity of the country arises from economic, social, historical and cultural distinctions. Ontario, for example, has always been the most industrialized and most heavily populated province. The Atlantic provinces have grown economically more slowly even though they were settled before Ontario. The prairie provinces, though no longer exclusively agricultural, comprise the main grain farming areas and they contain a highly varied ethnic population. British Columbia, separated from the rest of the country by the Rocky Mountains, has been more dependent on the extractive industries, mines, forests and fisheries, than other regions. Finally, and most strikingly, has been Quebec, approximately eighty percent of whose population has been, and remains, culturally and linguistically distinctive. Once distinguished by its French, Roman Catholic and largely rural character, the Quebec of to-day, though secular and urban, has lost none of its determination to preserve its cultural identity.

Every region and province of Canada has been anxious, in the past as in the present, to achieve two general goals. One has been to retain its local historical identity. The other has been to share the economic, political and international benefits of a wider union by working for the development of a united country. The tension between the desire to preserve local identities and the



Jules Leger, the Governor General of Canada, is a native of Quebec Province. Canada's cultural duality is demonstrated by alternating the appointment of Governor General between English and French speaking Canadians.

need for wider unity has been the very essence of the Canadian political experience, and it presents a renewed challenge to virtually every generation of Canadian public men and women.

At least until recently the Canadian federal system has proven highly flexible, allowing those accommodations which have been repeatedly necessary as the definition of Canadian priorities shifted and expanded.

While every region of Canada has manifested a desire to retain something of its distinctiveness, none has been more understandably persistent in the pursuit of that goal than Quebec. At the time of Confederation, and since, the great majority of French-speaking Canadians inhabited Quebec. Only about twenty percent lived in the other provinces with the largest numbers found in those areas contiguous with Quebec, New Brunswick and Ontario. Quebec is thus the historic homeland of the French Canadians, their settlements along the St. Lawrence River dating back to the seventeenth century. In 1763 this French colony was ceded to the British as part of the settlement of the Seven Years' War and over the next century French Canadians expanded demographically and developed their own social, economic and religious institutions and their own political leadership. The English language minority, about twenty percent of the population, played a dominant



The Canadian Parliament in Ottawa, where federal legislation is enacted. The province of Quebec elects 74 out of 264 members to the House of Commons.

Federal-Provincial Relations in Canada

role in the development of the province's economy.

In the 1860s, when Canadian political leaders, Anglophone and Francophone, as well as the British Imperial authorities, recognized the need to unite all of the British North American colonies for defence and economic purposes, cultural duality was one of the first facts that had to be recognized. The new constitution, enshrined in the British North America Act, offered this recognition in two fundamental ways. In the first place it was recognized that only a federal, as distinct from a unitary, system of government would be acceptable to the French Canadian minority. The newly created provinces were therefore granted powers over, among other things, matters that were deemed necessary for the preservation of cultural distinctions. These included power over education and most matters touching upon those religious and charitable institutions which provided the relatively restricted public services of the time. Quebec, in contrast to the other provinces, retained its own distinctive system of civil law, and the French and English languages were given equal status in the government and courts of the province. Protestant schools, chiefly for the Anglophone minority in Quebec, were also given recognition alongside the Roman Catholic system which was designed largely for Francophones. In short, Francophone Quebecers were given a provincial state in which they would be a majority and therefore empowered to defend the distinct cultural life of their society. The central government also recognized the distinctive character of the French culture in Canada by making French, along with English, an official language in the federal parliament and its records, and in courts established by the federal government. For the first time, in 1867, the French language was guaranteed a constitutional status, though it was limited to the province of Quebec and federal institutions. No province other than Quebec was bilingual, though limited and often precarious French language education opportunities were available, notably in Ontario and New Brunswick.

Though the founders of the new federal system apparently believed that the British North America Act's provisions would put an end to cultural conflicts between French and English Canadians, their optimism proved unwarranted. Be-



Montreal, the economic centre of Quebec, is the second largest French speaking city in the world.

tween 1867 and the conclusion of the First World War, several incidents took place which increased the French Canadians' sense of insecurity and caused them to look increasingly to their provincial government as the protector of their culture. The first problem arose over the rights of French-speaking minorities outside of Quebec. English Canadians, on the whole, appear to have believed that only in Quebec should the French language have an official status in education. Though the French language and Roman Catholic schools had been provided for in the constitution of the new province of Manitoba in 1870, by 1890 the Anglophone majority had decided that a single language and a single state school system should replace the existing dual structure. When Saskatchewan and Alberta were established in 1905, a similar pattern was followed. And by the second decade of the century Ontario, where limited educational rights existed for the Francophone minority, also took steps to restrict the expansion of bilingual schools.

To many French Canadians the reduction of minority rights in the Anglophone provinces was a betrayal of what they believed to have been a "cultural compact" which recognized the equality of the two cultures as part of the federal agreement. Henri Bourassa, a leading Quebec public figure in the early years

of the century, expressed this conviction when he wrote that "the Canadian nation will attain its ultimate destiny, indeed it will exist, only on the condition of being biethnic and bilingual, and by remaining faithful to the concept of the Fathers of Confederation: the free and voluntary association of two peoples enjoying equal rights in all matters." If the "compact" was broken, and French Canadians were threatened with assimilation outside Quebec, then they would have to build a stronger constitutional bastion for the province where their rights were guaranteed by their voting majority, the province of Quebec. This tendency to look to the province as a garrison of defence for minority rights was further stimulated by two incidents which emphasized the weakness of French Canadian power in federal politics. The first was the decision to execute Louis Riel, the French-speaking Métis leader of two rebellions in Western Canada, in 1885. Riel, who was part French Canadian and part American Indian, was convicted of treason but clemency had been urged on grounds of his mental instability. Though many French Canadians identified with Riel's cause, the federal authorities allowed his hanging to be carried out. That was the apparent will of the Anglophone majority. The First World War produced a more serious rupture over the

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issue of compulsory enlistment for overseas service. French Canadians, isolationist in outlook and angered by the unwillingness of English Canadians to recognize their linguistic rights, opposed the policy. Most English Canadians, who identified more closely with the Imperial cause in the war, strongly favoured compulsory service. The majority carried the day leaving many French Canadians convinced that their power in federal affairs was illusory and that only a strong province could guarantee their future.

From the 1880s to the present Quebec provincial leaders have insisted on a strict interpretation of the division of powers between the provincial and central levels of government. Indeed Quebec politicians have often maintained that the provinces take primacy over the central authority. Though it is important to emphasize that Quebec has never been the only province to take up the cause of provincial autonomy (in fact Ontario was historically the first to do so), Quebec's cultural distinctiveness gave it a special reason to take that position. The proponents of provincial rights and primacy have traditionally argued that the federal system was the product of a "compact" among the provinces whereby certain powers were transferred to the central authority. Those powers, the compact theorists have

argued, could not be changed without the consent of the provinces.

As early as 1887 the province of Quebec, led by a nationalist Premier named Honoré Mercier, advanced this position and, in company with some other provincial premiers, demanded that the powers of the federal government be reduced. Nothing came of this demand at the time, but similar assertions by Quebec, and sometimes other provinces, became more frequent after the First Great War. This was so for two reasons. The first was the unhappy experience of the French language minorities outside Quebec and the wartime clashes. The second arose out of the changing view of the role of government in Canadian society. As Canada became increasingly urban and industrialized in the inter-war years many Canadians concluded that government should assume greater responsibilities in areas of social security, education, culture and economic management. After the experience of the Great Depression, when some provinces faced near-bankruptcy, it was the federal government, with its jurisdiction over the national economy, its wide tax base, and its ability to redistribute wealth from rich to poorer regions, which began to assume the role of a welfare state. Despite the resistance of successive Quebec governments, always

fearful that Ottawa would adopt policies detrimental to French Canadian interests (even though French Canadians came to play a larger role in federal politics), the central government adopted such policies as Old Age Pensions, Unemployment Insurance and Health Insurance. Moreover, it gradually moved in such sensitive areas as broadcasting and provided subsidies for education and cultural activities.

These policies received increasingly severe criticisms in Quebec, especially after the Second World War when the central government once again adopted a limited policy of conscription despite French Canadian opposition. After the war the staunchly nationalist premier, Maurice Duplessis, fought a long series of jurisdictional battles with his federal counterpart and fellow French Canadian, Prime Minister Louis St. Laurent. Duplessis summarized his position in this graphic manner: "The legislature of Quebec is the fortress that we must defend without failing. It is that which permits us to construct the schools which suit us, to speak our language, to practise our religion and to make laws applicable to our population." At the heart of the struggle was control of taxation, particularly direct taxation, which Ottawa dominated. "There can be no federalism without the autonomy of the state's constituent parts," the Quebec government observed, "and no sovereignty of the various parts without fiscal and financial autonomy." Several other provinces, notably the richer ones, agreed with that proposition. But the Quebec government put forward another argument that could not be claimed by the others. A Provincial Royal Commission of Constitutional Problems put it this way in 1958: "... by reason of its history, as well as of the cultural character of its population, Quebec is not a province like the others, whatever may be said to the contrary. It speaks in the name of one of the two ethnic groups which founded Confederation, as one of the two partners who officially have the right to expand and to live in this country. It is the only one able to represent one of the two partners, just as it alone may determine its reasons for refusing federal largesse."

The idea that Quebec was a province *pas comme les autres* (not like the others) bore within it the seeds of the contention that it was in some sense the "nation-state" of the Francophone Canadians. This tendency to identify French Canadian



The Quebec legislature has historically been a focal point for the expression of French-Canadians' determination to preserve their cultural identity.

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culture with the provincial state of Quebec grew stronger after 1960 when Quebec entered a period which has come to be known as "la révolution tranquille (the quiet revolution)". In summary, Quebecers, concerned about their culture's ability to survive the impact of modern technology, began a process of re-evaluating the goals and institutions of their society. Increasingly secular, urban and industrial, many Quebecers concluded that their survival depended upon their provincial government taking a strong initiative in reforming education, health, welfare industrial relations and in promoting economic changes that would improve the position of Francophones in an Anglophone dominated economy. The emphasis was on reforms already familiar in most industrial countries, but the goal was to strengthen the Francophone culture of Quebec and therefore was nationalist as well as social in intent. The cost of these new programs brought Quebec into a series of sharp conflicts with the central government over tax sharing and areas of jurisdiction. In their campaign to reduce or prevent federal activities in such areas as portable pensions and urban planning Quebec provincial politicians appealed to the nationalism of Francophone Quebecers insisting that Quebec, not Ottawa, should be the focus of French Canadian power and pride.



Prime Minister Pierre Elliott Trudeau, whose government moved to establish equality for the French language within federal institutions.



René Levesque, elected Premier of Quebec in November 1976, advocates full political sovereignty for Quebec accompanied by a form of continued economic association with the rest of Canada.

Initially this conflict took place purely within the context of differing views of the manner in which the powers in the federal system should be distributed. During the late 60s and early 70s certain modifications were made in federal government policies which increased both provincial jurisdiction and taxing authority though many issues remained in dispute. At the federal level the Government of Prime Minister Pierre Elliott Trudeau moved to establish greater equality for the French language within federal institutions and to increase the role of French speaking Canadians in the federal bureaucracy. A series of constitutional conferences were held in which a wide variety of proposals for change were discussed. At Victoria in 1971 a new constitutional "charter" was drawn up and accepted by the Federal government and all of the provinces, except Quebec, which finally decided that it did not provide all the guarantees it felt it needed for its security, especially at a time when the Francophone proportion of the population was beginning to decrease.

At the same time there developed an increasing polarization of views about the future within Quebec. On the one hand the French-speaking federalists led by Prime Minister Trudeau contended that the federal system could be reformed to

give French Canadians greater equality while preserving for them the economic and international advantages of participating in a united country. Many Quebec nationalists, on the other hand, insisted that Quebec's security depended upon the achievement of full national sovereignty, at least in political matters, and on developing a unilingually French culture. In November 1976 the *parti québécois*, the party advocating Quebec independence was elected to office on a pledge to consult the electorate of the province on the issue of the future status of the province. Premier René Levesque, the new Government's leader, has urged the people of his province to support a plan which calls for full political sovereignty accompanied by some form of continued economic association with the rest of Canada. Prime Minister Trudeau and most of the premiers of the other provinces have already indicated that while they are prepared to negotiate a new constitution including entrenched rights for the French language and a new division of powers, they do not believe the sovereignty-association proposal is a workable one.

At present, then, relations between the federal government and Quebec, in the field of constitutional change, have reached an impasse. Until the referendum on Quebec's future, which the Premier of Quebec has indicated will be only advisory rather than binding, has been held it seems unlikely that any fundamental changes will take place. Shortly after the election of the *parti québécois* government Prime Minister Trudeau summed up the issue that must now be resolved:

"Quebeckers, like citizens of other provinces, are proud. They seek personal fulfillment in a free and independent way. The central question is whether growth of freedom and independence is best assured by Canada, or by Quebec alone. Canadians must think about this brutal question now. Not only think of solving it in words, but by deeds and through their attitudes. In the area of the language problem, of course, but also in the very important-areas of regional disparities and social justice . . . I believe that Canada cannot, indeed that Canada must not survive by force. The country will only remain united—it should only remain united—if its citizens want to live together in one civil society."

Canada's Economic Prospects Moving in the Right Direction

Like other countries, Canada has had to adjust its economic policies over the past five years in order to offset the effects of changed international economic conditions since the rise in oil prices in 1973-74. In Canadian terms this has meant implementing policies to combat rising inflation, a reduced national growth rate and sluggish international markets. In the eyes of one man, Gerald K. Bouey, the Canadian economy is coming through the worst of the crisis and better days are ahead. As Governor of the Bank of Canada, the central bank of the Canadian banking system through which the nation's monetary policy is given effect, Mr. Bouey is well placed to assess Canadian economic conditions. Following are excerpts from an address given by Mr. Bouey in Toronto outlining the prospects for the Canadian economy.



Gerald K. Bouey: the Canadian economy has made many adjustments necessary to allow it to perform better and to compete more effectively with the rest of the world.

So far as the current economic situation is concerned, there is no shortage of difficulties to point to. Unemployment remains undesirably high. In recent months food prices have produced a significant bulge in the rate of increase in consumer prices. Although there has recently been some recovery in retail sales, consumer confidence does not seem to be strong. Business confidence is also at a rather low ebb, judging from the level of new investment in plant and equipment in fields other than energy. On the external side, we have been making progress in our merchandise trade but our balance-of-payments deficit on current account remains very large and we are financing it by going into debt abroad at a rate that is correspondingly high.

That's one side of the current picture, but there is another side. There are factors at work in our economy which, given time, should considerably improve our situation. Indeed, I would argue that the Canadian economy has now in fact made many of the adjustments that were necessary in order to allow it to perform better and to compete more effectively with the rest of the world. Thus, while the bad news is that our economy has been going through a difficult period, the good news is that we may already have completed a large part of what was bound

to be a difficult journey. Much of the essential groundwork has already been laid both for a pick-up in the pace of economic activity and for a better cost-and-price performance—provided, that is, that we stick to the course we are on.

Wage settlements

The most fundamental way in which we have been getting our economy into better shape is through the progress that has been made in reducing inflation. On that front we have seen a remarkable moderation of the average size of negotiated wage settlements—from annual increases that were running in the 15 to 20 percent range back in 1975 to increases that are currently averaging no more than 7 to 8 per cent a year, and that soon, now that the new guideline is in effect, should be down to 6 per cent or less. Thus the rate of increase in our labour costs—a fundamental determinant of our ability to compete internationally—is now back into much the same range as that of labour cost increases abroad.

Consumer price index

At first glance the recent trend of the consumer price index would seem to be

at odds with the view that the underlying pace of inflation in Canada is continuing to moderate. But here is an instance where appearances are deceiving. An unusual temporary down-swing in food prices in 1976, combined with the effects of a strong Canadian dollar in holding down the prices of imported consumer goods, gave an exaggerated impression of the degree to which our underlying price performance was improving at that time. A renewed bulge in food prices in 1977, combined with the effects of a substantial decline in our exchange rate, have correspondingly obscured the continuing improvement in our non-food price performance over the course of the present year. Taking the two years together, the overall rise in the consumer price index to date has not been greatly out of line with what had been hoped for back in 1975 when the anti-inflation program was first introduced. It is hoped that the prices of foodstuffs both from domestic and foreign sources will not continue to rise at such high rates much longer. Meanwhile, the recent weakness of world prices for many industrial commodities, together with the decline in Canadian interest rates from last year's levels, both represent—for the time being at least—some relief from pressure in these particular areas of production costs.

Expenditure control

Other important adjustments that have been made in the economy include a firmer control of expenditures by governments across the country and a less rapid rate of monetary expansion. This relatively moderate rate of monetary growth has been accompanied by a decline in short-term interest rates, which are now significantly lower than [they were] a year ago. The same is true of mortgage rates. Long-term rates have also declined. Interest rates are not high now in relation to the underlying rate of inflation. Funds are readily available to creditworthy borrowers in financial markets and from financial institutions. Whether looked at in relation to our monetary targets or in relation to credit conditions, the current setting of monetary policy is not, in my view, impeding the achievement of more satisfactory levels of output and employment in Canada.

Foreign-exchange rates

Another important adjustment that has occurred is the large decline in the foreign-exchange value of the Canadian dollar over the past 12 months. In large measure a decline of this kind was inevitable soon-

er or later because of the recognition in exchange markets that costs and prices inside Canada had gotten far out of line with those of our chief trading partners, particularly the United States. It is our past catching up with us. The constructive aspect of this exchange-rate adjustment is the offset it provides to the damage done in recent years to our international competitive position. The help it gives us will not last very long, however, if Canadians insist on obtaining compensating increases in rates of pay to offset the direct effect of exchange depreciation on Canadian prices. To take advantage of the degree to which it has restored our competitive position, we must strictly contain the feed-back effects of this exchange-rate depreciation on our domestic costs of production. If we fail to do so we shall be only running in circles and getting nowhere—at least nowhere that we want to go.

The combination of an improving domestic cost-and-price performance and a substantial depreciation of the Canadian dollar has gone a long way towards building a solid basis for a resumption of more satisfactory rates of growth of output and employment in Canada. I am in fact hopeful that we will see the beginning of this better performance in the course of the coming year.

Requirements for success

For this hope to be realized various things must go right. One of them is that the economic expansion that is currently

proceeding in the outside world must continue. . . .

Another thing that must go right is a strengthening of business and consumer confidence in Canada. Confidence is usually at its lowest ebb just before economic activity finally begins to pick up, but it strengthens quickly with an upturn in activity. It is not unreasonable to expect signs of such a revival to make their appearance before long given the prospects for somewhat stronger growth in total spending and the improvement that has occurred in our competitive position. . . .

Perhaps the major requirement on the domestic scene concerns the wage-and-price setting behaviour of Canadians in the period ahead. For the remainder of the control program, the basic guideline for pay increases has been held down to 6 per cent, and profit-margin controls will remain in effect for most firms throughout 1978. These arrangements should be of considerable help in limiting the price-and-cost impact of the decline in our exchange rate. But what will happen as controls come to an end? What will be left to keep cost increases from greatly outstripping productivity gains, and prices from rising at least proportionately? In the private sector of the economy the answer is: what there always was—the discipline of competitive market conditions and the bottom line. As we approach the decontrol period it is important that there be a widespread appreciation that this form of restraint on price-and-cost increases will be there, and that even though markets

may be strengthening next year, they will not be strong enough to bear average increases in rates of pay of more than 6 per cent a year. . . .

Naturally I am anxious that as we approach the end of controls no one should look to monetary policy to accommodate inflationary increases in costs and prices through excessive monetary expansion. There are two main ways a central bank can contribute to inflation. One is to overdo monetary expansion by sacrificing longer-run considerations in the desire to help bring about a quick improvement in economic activity. The other is to overdo monetary expansion by accommodating passively whatever rates of inflation are generated by excessive pay and price increases. Neither does any good in the long run. . . .

It is clear that we Canadians are going to discover the answers to some critical questions in the next year or so. We are going to find out, for example, whether we can make our relatively free market system of price and income determination work again. There are the other risks and uncertainties that I have mentioned, and more. Small wonder that there is a range of views about the likely performance of the Canadian economy in 1978. . . .

Whether or not things work out as well as this in the Canadian economy in 1978 will depend in large measure on the response of Canadians in their wage-and-price behaviour to the current setting of public policies.

There is no doubt that we can, if we are so inclined, revert to saddling our economy with costs of production so high as to perpetuate existing unemployment levels, further erode the value of our money, and throw away the chances of achieving the degree of prosperity that a country as potentially rich as Canada ought to be able to afford its citizens.

I believe that Canadians have too much common sense and too much sense of community responsibility to respond to the challenge of the times in that way. I believe that we have all learned some painful lessons from our recent economic history, and that we are indeed making progress in overcoming our economic problems. One hears a good deal of pessimistic comment these days but I suggest that, as is often the case in economic matters, much of it is well out of date.

. . . I believe we have come a long way back from a very dangerous situation and that we are still moving in the right direction. That's why today I count myself among the optimists about Canada's future economic prospects.



Canadian exports ready to be loaded on board ships at Halifax harbour on Canada's east coast. As a result of the economic adjustments, Canada's international competitive position is improving.

J. Fenwick Lansdowne

Canadian Wildlife Artist

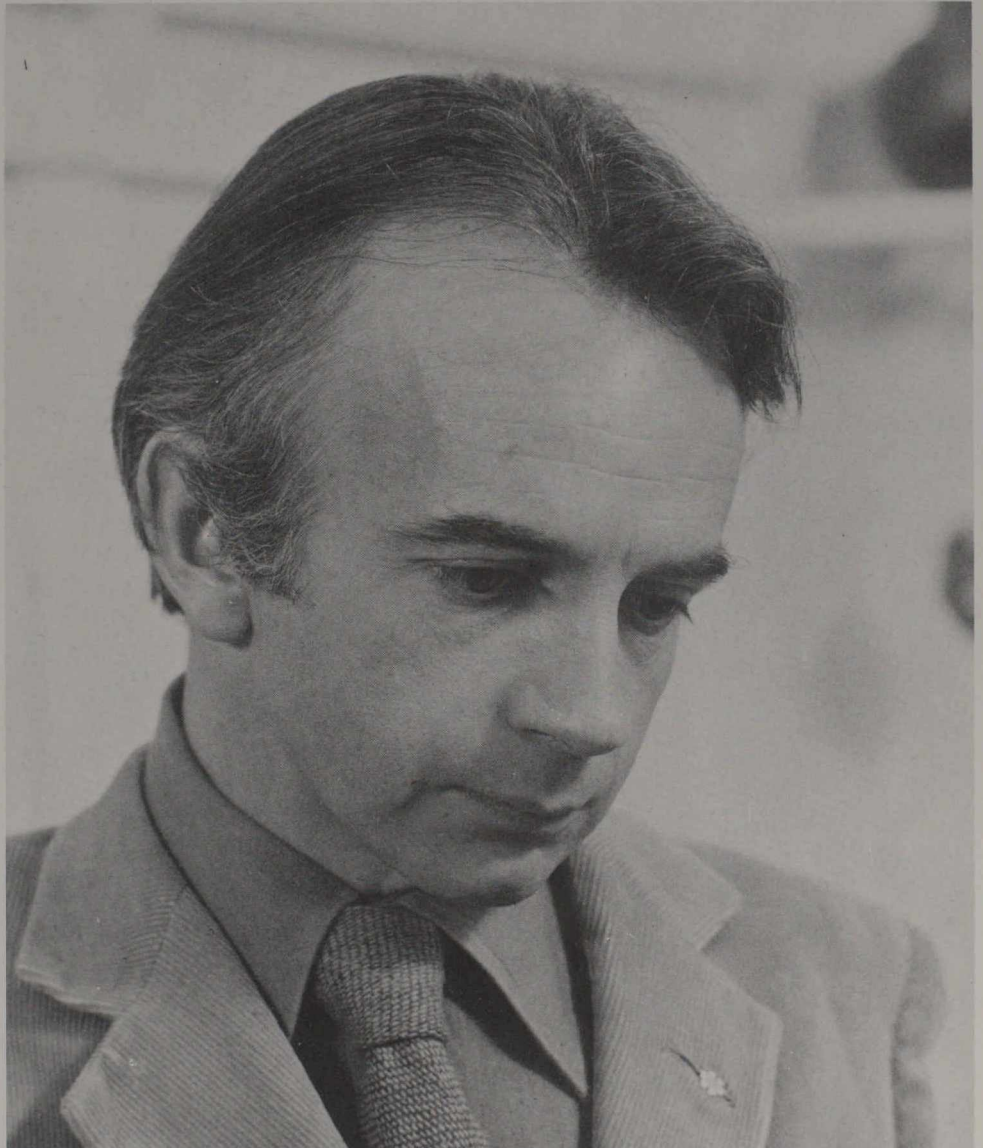
by Joanne M. Dale

In his early teens, Fenwick Lansdowne began to combine his love of birds with his innate artistic ability. This was to prove a happy melding, for during the intervening twenty-odd years he has become one of the foremost bird artists of all time. The anatomical accuracy of an ornithologist and the creative talent of an artist have enabled Fen Lansdowne, as one critic put it, to "transform an ornithological subject into a true work of art."

Born in 1937 in Hong Kong, James Fenwick Lansdowne was the only child of British parents. When war broke out in 1940, he and his parents took up residence in Victoria, British Columbia, where he underwent many years of therapy and surgery to correct the crippling effects of polio. Until his early teens, he led by necessity a rather secluded and quiet life. During those long years, with the guidance and example of his mother Edith, a dedicated naturalist and an accomplished artist, Fen Lansdowne began to develop a passionate interest both in birds and in painting and drawing. These two avocations were to be the main preoccupations of his childhood and were to lead him naturally into his chosen profession.

Lansdowne, a member of the Royal Canadian Academy of Arts, has never had any formal art training, although he spent three summers, working as a laboratory assistant at the British Columbia Museum studying, through dissection, the anatomy of birds and mammals. As early as 1956, John Livingston, at the time Director of the Audubon Society of Canada, said that Lansdowne's paintings were "absolutely gorgeous—too good for anyone but a trained, mature artist."

When Livingston learned that these paintings were the work of a self-taught teen-ager he arranged for a one-man exhibition at Toronto's Royal Ontario Museum. Lansdowne's work was instantly acclaimed by art critics and naturalists alike. As Ray Gardner of Maclean's magazine pointed out, Lansdowne's paintings showed "exact fidelity to nature—the precise delineation of the bird's flight, posture, anatomy, colour and habit—but, over and above this, he has depicted his birds with the imagination



J. Fenwick Lansdowne—naturalist, artist, writer.

of a poet and the creative hand of an artist."

Since that time, Fen Lansdowne's work has been exhibited in many major galleries and museums including the Tryon Galleries in London, England; the Kennedy Galleries in New York; the Montreal Museum of Fine Arts; and the Royal Ontario Museum. In addition, a number of his paintings have been presented as gifts to foreign dignitaries and acquired by private collections around the world. In 1977, Mr. Lansdowne was presented with the Order of Canada.

A series of four books illustrates Lansdowne's superb paintings. In the first

three, *Birds of the Northern Forest*, and *Birds of the Eastern Forest*, Volume One and Volume Two, the noted naturalist, John Livingston provided the text. In *Birds of the West Coast*, Volume One, the artist is also the author as he will be in the forthcoming Volume Two.

After international competition, Mr. Lansdowne was chosen to contribute the pictorial studies for *Rails of the World*, a scholarly monograph in the tradition of fine nineteenth-century ornithological books. This treatise on the family rallidae, a species of small marsh birds, was written by S. Dillon Riphley, Director of the Smithsonian Institution. To the informed and discerning eye, this is the definitive



CANADIAN WILDLIFE

By J. Fenwick
Lansdowne

Snowy Owl



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Buffalohead

Cooper's Hawk



Steller's Jay



Short-eared Owl



Bald Eagle

text on rails and Mr. Lansdowne's unequalled technical expertise is clearly exemplified in his formal studies.

Fen Lansdowne takes extensive field trips in order to familiarize himself with the natural habitats and postures of his subjects, and frequently makes rough sketches while observing birds in the wild. He has what David MacDonald calls "a stopaction memory for every species he's ever seen." Unmounted bird skins, which supply a guide to the colour, fine detail, and texture of the features, combined with his field sketches and his intimate knowledge of the bird and its habitat enable him to attain that perfection of meticulous detail which characterizes his paintings. Generally, his work is distinguished by a stark and beautiful simplicity of design. He uses only a few twigs or rocks, a single branch of flower, to indicate the environment of the subject. This simplicity of design, in combination with the accuracy of detail, exquisite colour, and natural position and stance of the bird, produce a finished painting of rare beauty and impact. Whether the

subject is an eagle or a sparrow, it is as one sees it in the wild, with no hint of artificiality.

When not travelling, Fen Lansdowne lives and works in his studio in Victoria. Quiet and unassuming, he infrequently attends large social gatherings, preferring the company of a close circle of intimate friends. While the major part of his extensive library is devoted to the field of ornithology, he also enjoys books on early explorers and eighteenth- and nineteenth-century novels. He is an avid antiquary, collecting, among other things, furniture, silver, and Haida carvings.

Over the years, Lansdowne's work has often been compared to that of John James Audubon. It is a mark of the man that he should reply to these statements in the following manner: "My work is often compared with Audubon's, usually to Audubon's discredit, which is by no means a correct assessment. Audubon's paintings have a stunning freedom, nerve, and technical competence that mine do not yet and may never have, though I expect my work in its maturity to be much



Bewick's Wren

better than it is now." As this statement implies, Lansdowne approaches his own art with the attitude that, no matter what excellence has already been attained, there is still a world of things to be learned and enjoyed.

Fen Lansdowne is one of the lucky few who has been able to successfully turn a life-long avocation into a satisfying and rewarding profession. The reasons for this success, for his pre-eminence in his chosen field, are legion—diligence, skill, perception, tenacity of purpose, and a search for perfection in his art. Perhaps the most important factor, however, and one that is obvious in any of his paintings, is Fen Lansdowne's enthusiasm and respect for his subjects. As he himself phrased it, "To me there's something almost mystical about birds—perhaps because they can fly and we humans can't." ●

Tomorrow's Train Today

Canada's latest innovation in passenger travel, the LRC train, will soon become a regular feature available to the Canadian travelling public following the decision by the Canadian Government and VIA Rail, to purchase jointly 22 locomotives and 50 coaches of the LRC type at a cost of about \$90 million (Rs. 72 crores). Designed to provide modern, attractive and economical service, the LRC (Light, Rapid, Comfortable) will be used for conveniently scheduled, fast intercity runs as a compliment to an upgraded transcontinental service.

This design award winning train, which has been five years in the making, is a joint venture of three Canadian companies: Alcan, Canada Products Limited, a member of the worldwide Alcan group of companies; Dominion Foundries and Steel, Limited (Dofasco), Canada's largest manufacturer of rail suspension systems; and MLW Industries, one of North America's three major loco-

motive builders. In addition, the Canadian Government through the Program for the advancement of Industrial Technology (PAIT) of the Department of Industry, Trade and Commerce contributed financially to the development of the LRC.

The train is designed to operate economically as a basic unit of one locomotive and five coaches (1-5) which can be twinned as a push-pull train with ten coaches (1-10-1), or made up in other configurations. Lightness, low centre of gravity and a suspension system that uses electronic sensors and hydraulic cylinders to bank the coaches on curves for maximum passenger comfort are the basics of the new train's design.

As conceived by its designers and backers, the LRC train will move passengers between major population centres and do it in a manner that will be competitive with interurban air travel when all factors of comfort, convenience, elapsed time downtown to downtown and freq-

ency of service are considered. The train is planned to operate with a minimum of maintenance and service time on turn-arounds.

The light weight and compact, streamlined contour of the LRC, along with its prime power source, the 2,900 horsepower MLW 12-cylinder diesel engine, provide the train with its responsive performance-high top speed (200 km per hour range), rapid acceleration and low power requirement. This proven power source, the 251 engine, also ensures that the high-speed rail concept will work within a realistic cost range.

Powered banking, the most significant single element of engineering in the LRC project, is built into the suspension system to take passengers comfortably through curves at balance speeds 35 to 40 per cent faster than possible with conventional passenger coach equipment. The hydraulic banking system permits tilting of coaches as much as ten degrees from the perpendicular and is activated by sensors that nullify the centrifugal forces which push and jostle passengers toward the side of the train. The LRC system holds lateral pressures at a painless 0.05g or less, leaving passengers upright and relaxed in their seats, while the train is able to maintain mainline intercity schedules at average speeds of more than 200 kilometers per hour.

The LRC coach, designed for up to 84 passengers, weighs only 90,000 pounds, about 50,000 pounds less than a conventional coach. No strength is lost because of its light weight however. An all-welded stressed skin aluminum structure ensures that LRC meets and surpasses recognized strain standards. The LRC is designed as the safest passenger equipment available.

The decision by the Canadian Government and VIA rail, the corporation responsible for passenger rail service in Canada, to purchase the LRC was not based solely on price or delivery date. Also assessed were the total expected cost over the life of the equipment, its revenue generating capability, the firm's manufacturing expertise and the export potential. Service improvements made possible with these trains should generate savings which will more than offset their cost.

With the LRC's advanced design and performance concept attracting attention in transport circles around the world, it won't be long before others too will be able to enjoy the comforts and convenience of Canada's latest innovation in passenger rail service.



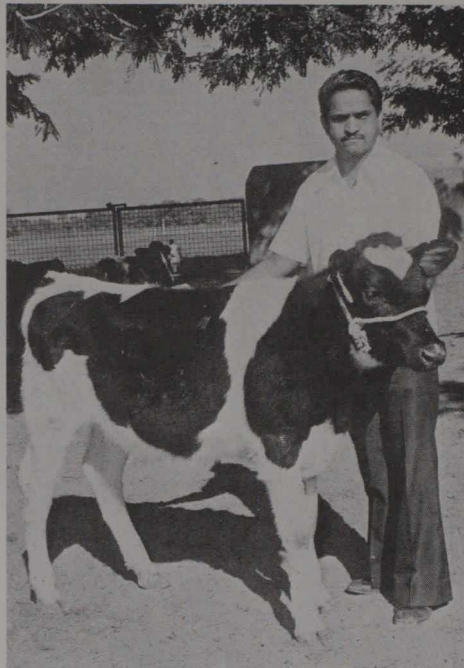
The LRC—Light, Rapid, Comfortable—a competitor to interurban air travel.

Canadian Calves for Kaira Cooperative

Gujarat became the new home for 236 Canadian bred Holstein Friesian calves which arrived at Ahmedabad by air on November 27 as part of Canada's contribution to the development of India's dairy industry. This was the second shipment of Holsteins supplied by the Canadian International Development Agency to aid in the expansion of dairying in India.

The shipment was part of a joint Indo-Canadian pilot project designed to assess the feasibility of raising purebred Holstein milch cows with a view to implementing large scale cross-breeding with Indian cattle. The ultimate aim of the project is to increase the availability of milk, improve cash incomes for farmers and to develop cattle dairying by introducing high quality cattle for distribution. The overall program has been conceived by the National Dairy Development Board (NDDB) in conjunction with the Kaira District Cooperative Milk Products Union Ltd (AMUL). The value of the Canadian contribution is C\$700,000 (Rs. 56 lakhs) which matches the funds made available by AMUL for the project.

The project has been located in Anand because of the excellent record of the AMUL Cooperative in improving milk production and the established facilities



Dr. Mujundar, veterinary officer with AMUL, displaying Canadian Calf on arrival in India under the CIDA-AMUL pilot project to study the feasibility of cross breeding Holstein milch cows with Indian cattle.

available for looking after the calves. These facilities include adequate water supply, ample land for the production of green fodder and around the clock

veterinary service.

The scheme was introduced through AMUL because animal husbandry specialists were of the opinion that the potential of the buffalo as a milk producer has been almost fully exploited by member farmers of the Union. This is in spite of the fact that AMUL members have produced better yields than their non-member counterparts through healthier animals resulting from good breeding, proper veterinary services and better fodder. The project accordingly has been set up to determine if the gradual introduction of dairy cows, whose yields can be significantly higher than that of the buffalo, will overcome these restrictions on increased production.

The Canadian bred calves were carefully chosen according to rigid specifications to ensure their suitability for breeding and a high rate of milk production. Each calf weighed between 100 and 150 kg and was between the ages of 4 to 6 months at the time of shipment. Special precautions were taken to ensure their safe journey by air from Canada to Ahmedabad, including penning according to size on board the aircraft, special instructions to the flight crew on movement of the aircraft and accompaniment on board by veterinary specialists to ensure suitable conditions were maintained at all times. The calves were unloaded quickly and smoothly by AMUL and Indian Airlines employees and trucked to the dairy research farm of Gujarat Agricultural University where they are being held until the new AMUL facilities at Ode are ready. Cool temperatures and light rains on arrival provided perfect weather for the young calves to begin their adaptation from the cold winter of Canada to Indian temperatures.

The calves will be raised and bred at AMUL holding farms. After they have calved, the cows will be sold to cooperative members who will enjoy all the highly developed services of this renowned and successful cooperative.

The operation of the project is under Dr. H C Gupta, Animal Husbandry Manager for AMUL. Mr. William Urquhart of Wellandport, Ontario was at Anand for three months to observe on behalf of CIDA the progress of the calves.



Canadian bred Holstein Calves being off-loaded at Ahmedabad airport on route to the holding farms of the Kaira District Cooperative.



The Canadian produced DHC-5 Buffalo is operating in 14 countries.

The Buffalo 5D-A Proven Performer

The de Havilland Aircraft of Canada Limited is a name of long standing in the aviation world. Over the past twenty years, the Company has designed, developed and manufactured a unique series of successful STOL (short take off and landing) transports for general purpose duties. From the single engined Beavers and Otters, to the larger Caribou and Buffalo troop transports, the emphasis has been on rugged design and superior handling characteristics. The latest model in the de Havilland Buffalo series, the DHC-5D, is an outgrowth of the company's vast experience in manufacturing STOL aircraft and adds an improved short haul carrier to the military support wing.

IDEAL MILITARY SUPPORT AIRCRAFT

The ideal tactical support aircraft must be capable of carrying large payloads in and out of very short airstrips, be inexpensive, easy to operate and maintain, and be able to be deployed rapidly. The de Havilland DHC-5D Buffalo fulfills this role admirably. It has excellent STOL performance carrying payloads up to 9 tons, steep climb and approach gradients, good control and stability at low airspeeds, 250 knot high cruise speed, an under-carriage especially designed for high rates of descent at touchdown and rough field operation, single pilot operating capability, and unloading for quick turn-around and aerial delivery.

Already operational in 14 countries, there has been renewed interest in the

Buffalo due, in large measure, to the greater capability of the "Model 5D" version. An updated model of the well proven General Electric T-64 engine, the 820-4, provides increased power (3133 shaft horsepower) and is flat rated to 30°C, providing full takeoff power at much higher temperatures and altitudes. This makes the aircraft ideally suited for the cold-weather conditions of high mountains to the hot drylands of the plains.

A higher gross weight in the "Model 5D" provides greater payloads and increased productivity while still retaining the Buffalo's outstanding STOL performance. At a STOL transport mission takeoff weight of 22,360 kg, the Buffalo lifts nine tons out of a rough strip well under 915 metres in length, to clear a 23m. obstacle. Reduce the takeoff weight to 18,640 kg and the Buffalo lifts six tons out of just 380 meters. And when it comes to rate of climb, the 5D Buffalo holds three time-to-height records having reached 9,000 meters in eight minutes, three and one half seconds.

PAYLOAD CAPABILITIES

Efficient payload delivery is the prime purpose of the tactical STOL transport. The spacious cargo/troop compartment of the Buffalo can accommodate 42 equipped troops or 35 parachutists or 57 forward facing seats or 24 litter patients with six attendants or 8200 kg of cargo on three 35cmx42 cm pallets. Alternatively, a wide variety of supplies, search and rescue equipment or photographic survey equipment can be carried

for use in both civilian and defence roles.

To be effective, tactical military air transport must be capable of being deployed quickly over long distances and be ready for operational service immediately on arrival. The Buffalo has this capability. On standard tanks, its still air range is 1770 nautical miles, sufficient for cross continental or trans-ocean stages. With auxiliary tanks installed in the cabin, the longest over water stages can be handled with adequate reserves.

MAINTENANCE

The Buffalo is designed to meet the demands of a tactical STOL transport capable of operating from an improvised field under extreme environmental conditions. To this end, de Havilland has incorporated features in the Buffalo design to ensure easy and rapid replacement of power plants and equipment, and to simplify inspection, maintenance and repair of components. Maximum accessibility is provided to all locations where adjustments, rigging, tests or servicing is required, with prime consideration given to inspection requirements. Minimal use of special tools and external aid is required; a normal mechanic's tools are sufficient for all but major repair and overhaul.

Putting it all together, the Buffalo 5D is a sturdy, dependable and simple aircraft designed for the ultimate in STOL performance. With de Havilland's 50 years of aircraft making experience to back it up, the Buffalo 5D has proven itself tops in its field.

Canadian Views on Nuclear Disarmament, Proliferation and Tests

The problems of nuclear disarmament, the proliferation of nuclear weapon states and the halting of nuclear tests have long been of deep concern to Canada. As a country which had an early lead in the development of nuclear energy but renounced the manufacture of nuclear weapons, Canada has been a long-time advocate in the United Nations of action to curb the military uses of nuclear energy and to promote its peaceful uses. In a statement of October 27, 1977 in the United Nations General Assembly's First Committee, Canada's representative in the Conference of the Committee on Disarmament, Ambassador R. Harry Jay, set out, in a debate on disarmament, some Canadian views on the urgency of current world efforts to limit nuclear dangers. The following is part of Ambassador Jay's address to the General Assembly committee.

STRATEGIC ARMS-LIMITATION

First and foremost, in terms of the proliferation of nuclear weapons in the arsenals of the super-powers, the ongoing efforts of the United States and the Soviet Union to reach agreement on a series of further measures to curb, and then to reverse, the strategic-arms race are of crucial importance. It is the strongly-held view of Canada that these bilateral negotiations between the two major nuclear powers must, as their ultimate objective, endeavour to attack the problem in qualitative as well as quantitative terms—that is, seek to curb the technological-arms race, as well as limit and reduce the numbers of nuclear weapons.

A short while ago, the United States and the Soviet Union announced separately their intention to continue to be governed by the provisions of the now-expired SALT I strategic-arms limitation agreement, in order to preserve a measure of stability while negotiations continued for the long-delayed follow-on agreement, SALT II, which should be a significant first step in the actual reduction of nuclear arsenals. It is particularly important that the negotiations on SALT II, and on certain interim supplementary restraints, are now being pursued with renewed vigour.

No one who is aware of the serious problems involved in such negotiations, relating to matters of vital security interest, can question the complexity of the difficulties that must be overcome

in order to achieve worthwhile measures of restraint with regard to strategic weapons. Nonetheless, if the momentum of the negotiations so painstakingly achieved in past years is not to be lost and the prospects of success diminished, Canada strongly believes that new, bold steps forward at the earliest possible date are desirable—even essential. At this juncture, it would be appropriate for the Assembly to leave the two negotiating powers in no doubt about the profound hope of the international community that these talks will soon result in the conclusion of SALT II, and permit progress to the third stage of SALT, which should lead to further and substantial reductions in strategic weapons.

NON-PROLIFERATION OF NUCLEAR WEAPON STATES:

The other side of the same coin is the pressing need to improve the international non-proliferation system, to strengthen safeguards administered by the International Atomic Energy Agency (IAEA), to implement the Non-Proliferation Treaty more effectively and to re-examine the risks inherent in various nuclear cycles and processes. This task is all the more important because the world must increasingly come to terms with a growing energy shortage, and many countries are looking to nuclear energy as an alternative to conventional sources. In this field, Canada has had long experience, as a producer and a supplier, of both uranium and proved

nuclear technology. We recognize the contribution we can make as an exporter to the energy-poor countries, both industrialized and developing. At the same time, we attach the highest importance to developing the most effective international system of safeguards possible in order to try to prevent the spread of nuclear weapons and the capability to produce them.

This policy stems from concerns that go beyond commercial considerations. We have made clear that we are prepared to sacrifice potential gains rather than accept less-than-satisfactory controls. Canada has rejected the nuclear-weapons option long ago and our policy on safeguards is the logical extension of our concern, and indeed our sense of responsibility, regarding non-proliferation. Accordingly, in the case of its exports of nuclear materials, equipment and technology to other non-nuclear-weapon states, Canada requires that such countries should either adhere to the Non-Proliferation Treaty or otherwise make a binding non-proliferation commitment and accept IAEA-administered safeguards on their entire nuclear program (so-called "full-scope safeguards"). In seeking from others agreement to such controls and safeguards, we are asking for undertakings that Canada has already, and willingly, accepted. The plain fact is that, although countries such as Canada have been prepared to adopt rigorous measures at the national level, the international non-proliferation system can be implemented effectively only through a broad collective approach involving nuclear-weapon and non-nuclear-weapon, industrialized and developing, exporting and importing nations—all of whom share a common interest in avoiding the dangers inherent in nuclear proliferation.

COMPREHENSIVE TEST BAN

As in the case of both SALT and international efforts to strengthen the non-proliferation system, there is also some basis for optimism with regard to the long-sought goal of a comprehensive test ban (CTB). Year after year, in this Assembly, the immense majority of member states have insisted on the importance of achieving such a treaty. Certainly we can feel particularly encouraged that serious

formal negotiations have indeed begun involving all three of the nuclear weapon-states upon which the onus rests, as original parties to the Partial Test Ban Treaty of 1963, to undertake such negotiations.

The views of Canada on this question have been repeated time and again. We have expressed the view that in this area it was incumbent upon the two major nuclear powers to set an example by agreeing to end their nuclear tests for a determined period of adequate duration, even if other nuclear-weapon powers did not immediately join such an agreement.

The recent announcement by Foreign Minister Gromyko at this session that the Soviet Union was now prepared to envisage stopping tests along with the United States and Britain represents a welcome development in the Soviet position, particularly so far as it means that, as we have long advocated, progress on a definitive cessation of tests need not await participation by all nuclear-weapon states.

There are clearly difficult hurdles to be surmounted, involving problems such as verification, the scope of the agreement and the conditions for its entry into force. The pursuit of solutions to these problems

will require time. In the seismological working group of the Geneva Disarmament Conference, Canada and other countries have already invested a great deal of technical effort concerning the contribution international co-operation in the exchange of seismological data can make to easing the verification problem. Canada welcomes the fact that the principle of such a data-exchange seems to be accepted by the participants in the negotiations. Moreover, we have already stated in the Geneva Conference that, in view of the lack of any convincing way of ensuring that so-called peaceful nuclear explosions do not provide weapons-related benefits, a comprehensive test ban should prohibit all nuclear explosions. Surely the utility of peaceful nuclear explosions is sufficiently doubtful that such uses of nuclear-explosive energy should not be allowed to impede the achievement of an objective to which this Assembly has already assigned the highest priority.

We trust that this essential trilateral stage of the negotiations will be carried out successfully within a reasonable period so that the Geneva Disarmament Conference will be able to begin the multilateral phase of negotiation of a treaty. We believe that such a treaty

should be adhered to on the broadest possible basis in order to address the proliferation problem in both its vertical and horizontal aspects. . . .

I have tried to identify some of the most important opportunities that at last seem to be unfolding before us, particularly in the areas of strategic-arms limitations, a comprehensive test ban . . . Because it relates, inter alia, to fundamental questions of nations' perceptions of their security interests, arms control and disarmament is a difficult uphill task and the past has been fraught with frustration. There are, however, grave and pressing dangers inherent in a failure to make real progress. Moreover, other more constructive demands on the resources of all of us make clear that our efforts must be pursued with renewed determination.

It is right that we make every effort to consider as analytically and objectively as possible the issues I have described. Emotion will not help us to understand properly the intricacies and the magnitude of the challenge of disarmament or to devise effective means to deal with them. Yet we must never lose sight of the underlying supreme task—to ensure the security of us all by reducing, and ultimately eliminating, the risk of war . . . ●

Canadian Heads World Food Program

Garson Nathaniel Vogel, who was Chief Commissioner of the Canadian Wheat Board for six years, took over as Executive Director of the United Nations World Food Program on 1 October for a five-year term. As the former head of the organization which handles Canada's Rs. 2840 crores-a-year grain sales, Mr. Vogel brings to the Program the benefits of a unique business experience of direct relevance to its work.

Mr. Vogel, who is 59, has had a distinguished career in business and government since graduating from the University of Manitoba, in Winnipeg in 1939 with a degree in history and economics. In 1946 he completed a further degree in law before going on to hold several important positions in the private and public sectors of Canada's grain industry. He became Assistant Chief Commissioner of the Canadian Wheat Board in 1969 and its Chief Commissioner two years

later.

The WFP was established jointly by the United Nations and the Food and Agriculture Organization on an experimental basis in 1963. By the end of 1965 it was decided that the progress the Program had achieved warranted establishment on a regular and continuing basis for as long as multilateral aid was found to be feasible and desirable. The Program provides food at the request of governments to meet emergency needs and to help carry out economic and social projects. These projects include feeding expectant and nursing mothers and school children, the resettlement of groups and communities and the reclamation of land. One of the criteria for WFP aid to projects is that the recipient country can continue them after the aid has ceased.

At the eighth-pledging conference to the WFP held in New York February 21,



Executive Director of the WFP, Canadian Garson N. Vogel, will be visiting India in March 1978.

1978 Canada has pledged for 1979-1980 C\$170 million (Rs. 119 crores) in commodity assistance and C\$20 million (Rs. 14 crores) in cash for the Program's activities. ●



The President of the Shastri Indo-Canadian Institute, Professor Milton Israel and Shri P. Sabanayagam, Secretary Ministry of Education and Social Welfare, exchange copies of the agreement signed February 15 which enables the Institute to continue its program for a further three years.

Shastri Institute Grant Renewed

The President of the Shastri Indo-Canadian Institute, Professor Milton Israel and the Secretary, Ministry of Education and Social Welfare, Shri P. Sabanayagam, signed an agreement February 15, 1978 which will enable the Shastri Institute to continue its work of advancing Indian studies in Canada for a further three year period beginning from 29 November 1977. Under the agreement, the Government of India has undertaken to provide a grant totalling Rs. 48 lakhs from counterpart funds, arising out of Canadian food aid and development assistance to India, for the promotion of academic and cultural relations between India and Canada. In addition to the grant from the Government of India, the Government of Canada has increased its annual grant to \$80,000 for a three-year period beginning April 1978 in support of the programs of the Institute.



Members of the Gilakaladini Fishermen Cooperative Society constructing fishing boats to replace those lost in the recent cyclone which struck Andhra Pradesh. The project is financed by contributions from CARE OF CANADA, CIDA, and the State Government.

Fishing Boats Donated to Cyclone Victims

As part of Canadian efforts to help the victims of the recent cyclone which hit southern India, CARE of Canada, with the support of the Canadian International Development Agency and the Government of Andhra Pradesh, has been conducting a program for the construction of fishing boats to replace those lost during the cyclone. In a ceremony on January 28, 1978, CARE formally donated 63 of the newly constructed boats to fishermen who had lost their means of livelihood in the disaster. The beneficiaries, who are members of the Gilakaladini Fishermen Cooperative Society, had helped to construct the boats themselves. In addition to the State government financial support, CARE of Canada contributed C\$110,000 (Rs. 7.7 lakhs) and CIDA C\$300,000 (Rs. 21 lakhs) to the project. The goal of the project is to construct 976 such boats thus permitting some 4400 fishermen to go back to work and to support their families.

Canadian National Defence College Visits India

A fifty-six member party of the National Defence College of Canada, led by Rear Admiral C.W. Ross, Commandant, visited India from January 27 to February 2. The visit was part of the College's field study program designed to examine at first hand the major countries and regions of the world in order to gain a better understanding of their military, economic,

political and sociological conditions and of their prospects for development.

While in India, the members of the college visited Calcutta, Agra and New Delhi and met with the Minister of Industry, George Fernandes, the Foreign Secretary, J.S. Mehta, the service Chiefs, state and other officials. In addition, they met with members of the Indian National



Members of the National Defence College of Canada deplaning in Agra during their visit to India.



While in Calcutta, the members of the Canadian National Defence College toured a number of CMDA development projects including this water treatment plant under construction in the city.

Defence College, toured industry and visited development projects.

The National Defence College of Canada serves to prepare senior Canadian military officers, government officials and other executives for appointment to positions of higher responsibility by enabling them to study issues of national concern which have an impact on Canada's external and defence policies.

Canada Provides Additional Loan for Fertilizer Purchases

Canada and India signed a Loan Agreement February 22, 1978 for C\$10.0 million (Rs. 7.1 crores approximately) for the supply of Canadian fertilizers and fertilizer material. This is an additional loan supplementary to an earlier loan of C\$32.0 million (approx. Rs. 27.05 crores) for fertilizer made available to India last October.

The agreement was signed at a ceremony in the Ministry of Finance by the Canadian High Commissioner to India, Mr. R.L. Rogers and Dr. Manmohan Singh, Secretary of the Department of Economic Affairs.

The new loan carries no interest, commitment or service charges and is repayable in 50 years which includes a 10-year grace period. The loan funds will be used for the purchase of muriate of potash, urea and sulphur according to India's requirements. It will also cover the ocean freight costs incurred in shipping the fertilizer to India.

The Minerals & Metals Trading Corporation of India Ltd. will be contracting for approximately 110,000 MT of potash fertilizer against the new loan funds, having used the previous \$32.0 million for the purchase of approximately 365,000 MT of potash and 25,000 MT of sulphur respectively.

This new loan brings the total contribution from Canada for the purchase of fertilizer to \$42.0 million this year. Earlier in August 1977 an agreement was also signed for the provision on a grant basis, of C\$22.0 million in Canadian rapeseed oil to assist India in alleviating the country's shortages of edible oils. ●



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