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Consulting engineering devices span the globe

Lavalin Inc. of Montreal, is Canada's largest and one of three Canadian firms that are among the world's ten largest consulting engineering services. The others are SNC and Monenco, both also of Montreal.

With a total of over 6 000 engineers, associated professionals and technicians in every major field of engineering and project management, Lavalin has undertaken massive projects in more than 90 countries and currently has projects in some 60 countries, mostly Africa, South America and the Pacific Rim.

Lavalin Inc. was established in 1936 but it was not until the early 1970s that the firm took off under its new president, Bernard Lamarre, now chairman of the board. Through acquisitions of some of Canada's larger engineering firms in a wide range of disciplines, in just over a decade Lavalin has grown from 40 to 6 000 employees.

The range of its services is just as impressive — from general projects to transportation, oil and gas, industrial and mining, geotechnical sciences, airborne geophysics, mapping, urban and regional planning,

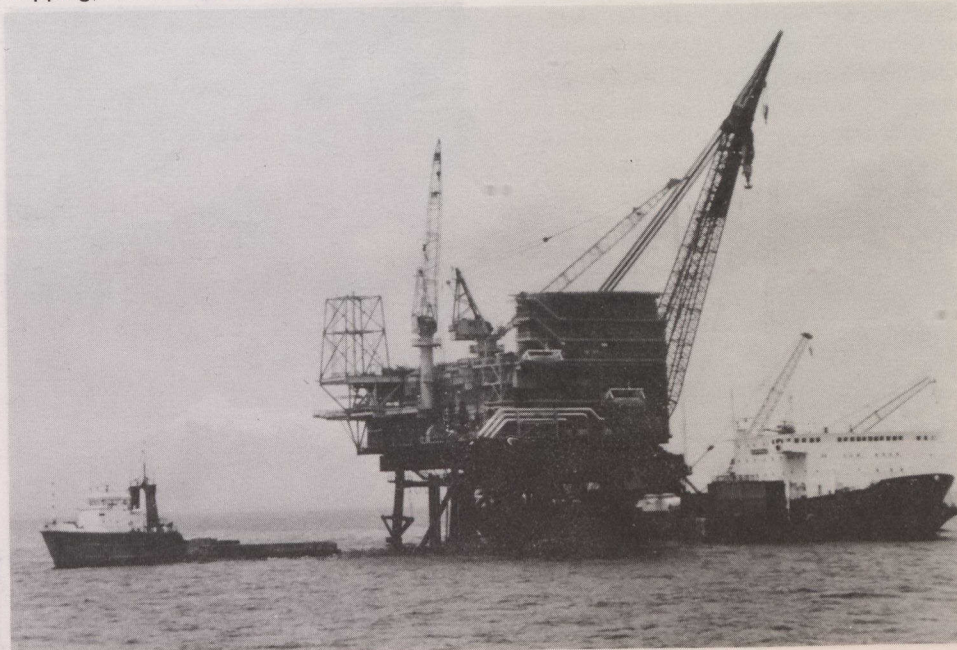
environmental assessment, economic and social studies and planning, computer sciences and agriculture — and includes planning, engineering, project management, procurement and construction.

Expansion

Two factors were of paramount importance in the company's expansion. The first was the growth of Quebec's infrastructure in the late 1960s and early 1970s as the province emerged from its largely rural-based past into the twentieth century. Quebec built roads, sewers, waterworks, schools, hospitals, airports and, of course, hosted Expo 67 and the Montreal Olympics.

Unlike many of the other provinces which had slowly developed their own in-house engineering expertise, Quebec turned to the private sector. As a result, these were heady days for the purveyors of consulting engineering services. But not content to rest on its local achievements, Lavalin went one step further and entered the export market with its services.

Building on its strength in major Quebec



Offshore drilling platform near Mount Egmon, New Zealand.



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projects, it brought to Francophone Africa, its first overseas market, North American technology in the language of the area – and it was an easy step for the bilingual staff to extend this into the English-speaking areas of Africa and then to other parts of the world. Meanwhile, through the purchase of other large Canadian engineering firms – Shawinigan, MacLaren, Foundation Engineering (Fenco) – and a host of smaller firms, it acquired the skills necessary to undertake almost any sized project, anywhere.

Foreign acquisition

Its latest foreign acquisition was the engineering and research and development arm of Lafarge Ciment Cie of France, one of the world's biggest integrated cement companies, well known in Canada for its purchase of the former Canada Cement, Canada's largest. In addition to the advanced technology in the cement and fine chemicals field, the acquisition gives Lavalin a high profile in the French and European Common market.

Although as a privately owned company Lavalin does not produce a consolidated financial statement, chairman Lamarre in the company's latest annual report (1982) set the firm's fee turnover for the year at \$230 million, exclusive of construction activity. Of this a quarter to a third is generated by Lavalin International in the export market according to vice-president, Jean-Claude Villiard.

To maintain effective control of the worldwide operations of Lavalin International, the company's international arm, each of the five regions has been assigned a vice-



Hydra submersible, workhorse of Lavalin Ocean Systems fleet.

president at head office in Montreal who acts as regional anchorman.

It also maintains regional offices in Bogotá, Colombia, for South and Central America and the Caribbean; in Paris and Abidjan, Ivory Coast, for Western Europe and Francophone Africa; in Rome and Lagos, Nigeria, for Anglophone Africa; in Djakarta, Indonesia, and Manila, the Philippines, for Asia and the Pacific Rim. There is no permanent office yet for the Middle East and Eastern Europe.

Part of the company's development are the joint ventures with American firms, namely Lavalin Offshore's association with Earl and Wright of San Francisco and the Houston-based Solus Ocean Systems. Earl and Wright-Lavalin is a successful partnership working on design and procurement for Gulf Canada's Beaufort Sea projects and conceptual studies on the size and cost of platforms off Nova Scotia's coast.

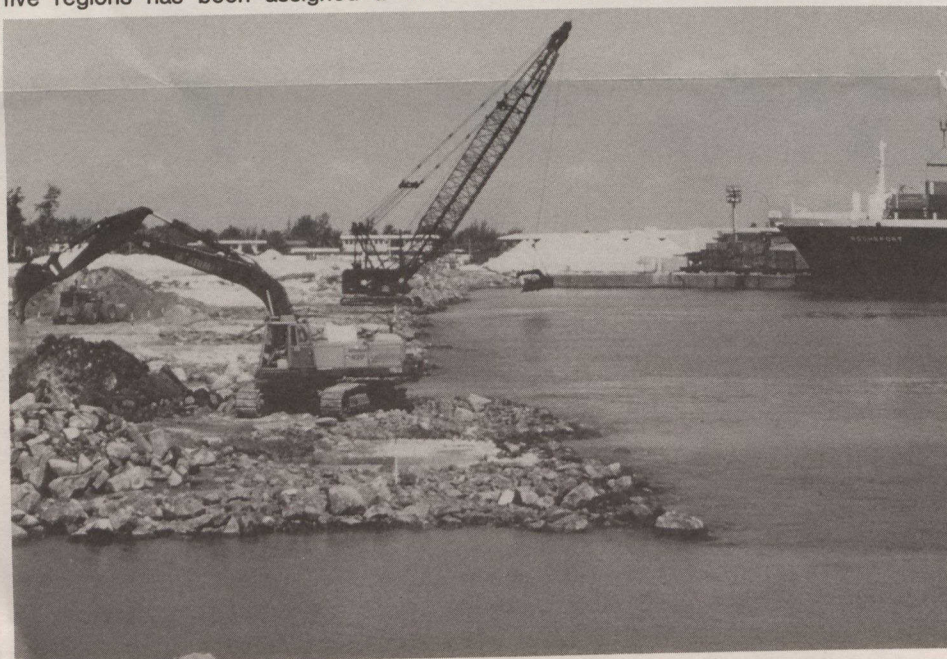
Lavalin Ocean Systems – the Solus venture – has made great progress in manned and unmanned diving vehicles and engineering and maintenance of drilling vessels.

Lavalin's other technical divisions are no less impressive. Fenco Engineers Inc. is the world leader in ice technology. Based on the work of Dr. Hans Kivisild, Fenco engineered the first floating ice platforms and ice roads in the Arctic Archipelago.

Petrotech-Lavalin contributes marine pipeline studies and technology. It recently completed a study in the Gulf of Thailand. This study on the cost and design of subsea pipelines, offshore compression platforms and onshore compression facilities, was accepted by the Asian Development Bank.

And Lavalin Offshore has become the subcontractor to North Atlantic Contractors – a venture of Norwegian Contractors, Lundrigan Group Ltd. and Dillingham Contractors – to provide engineering services for concrete structures off the coast of Newfoundland.

(From an article in Canada Commerce.)



Graetz Photos

Construction supervision of Cotonou Port extension in the Republic of Benin.

Asia-Pacific Foundation

Before Parliament recessed for the summer, it passed, in a single day, legislation setting up the Asia-Pacific Foundation of Canada. The Foundation is expected to serve as a bridge between Canada and Asia, especially the Pacific Rim region comprising Japan, China, Korea and Hong Kong.

Its mandate is set out in Clause 3 of the legislation: "The purpose of the Foundation is to develop closer ties between the peoples and institutions of Canada and the peoples and institutions of the Asia-Pacific region by:

"(a) promoting mutual awareness and understanding of the cultures, histories, religions, philosophies, languages, life styles and aspirations in the Asia-Pacific region and Canada and their effects on each other's societies;

"(b) supporting development co-operation between organizations, institutions and associations in Canada and in the Asia-Pacific region;

"(c) promoting collaboration among organizations, institutions and associations in private and public sectors in Canada and in the Asia-Pacific region;

"(d) promoting closer economic and commercial ties between Canada and the Asia-Pacific region;

"(e) promoting in Canada scholarship and expertise on economic, cultural, social and other subjects relating to the Asia-Pacific region, and in the Asia-Pacific region, scholarship and expertise on economic, cultural, social and other subjects relating to Canada; and

"(f) collecting information and ideas relating to Canada and the Asia-Pacific region and disseminating such information and ideas within Canada and the Asia-Pacific region."

The government will appoint the chairman and nine other members of the Foundation's board of directors. The board will then appoint a further 20 directors, drawing them from the business sector, labour, the universities. Headquarters of the Foundation will be in Vancouver.

The federal government will provide \$5 million during the first five years of the Foundation's life. Other funding will be provided by the provinces and the business community.

During the past decade, Canadians have experienced a growing awareness of the importance of the Pacific Rim — and beyond that, all Asian countries — to Canada's economy and to the evolving Canadian society.

Tough little bus for wheelchair passengers

Ontario Bus Industries Inc. (OBI) of Mississauga, Ontario, has introduced the *Orion II*, a small bus that appears to be the answer to wheelchair passengers' prayers.

Promising to be a tough vehicle with many transit applications, it features front wheel drive, a low floor, and integral construction.

For wheelchair passengers lucky enough to ride the *Orion II*, it means the end of waiting to be hoisted the 60 centimetres and more from the sidewalk to the vehicle floor, and to the "musical chairs" game of being shuffled out because the person behind cannot pass by.

One reason for these innovations is that Don Sheardown, Ontario Bus Industries' president, had prior experience with disabled people. He operated a vehicle fleet for the disabled in the Toronto area, before buying OBI in 1980 from the estate of its founder, Arnold Wollschlaeger. Sheardown knew from his operating days that there was room for a more suitable vehicle. Furthermore, a recent study for the Canadian Urban Transit Assoc. and Transport Canada's Transportation Development Centre found the modified vans and small school buses that carry the disabled "fell short of both user and operator requirements".

Two years ago a crew of seven engineers and six ship personnel began the detailed design and assembling of OBI's new vehicle. There were at least 12 features which were either new to small buses or the industry in general. One was a new



A "kneeling" system means the bus can be lowered for wheelchair passengers.

approach to frame construction which made the low floor possible. The *Orion II*'s frame is hung like a bridge with the self-supporting backbone in the roof, instead of under the floor.

High floor

The *Orion*'s 25.5 centimetre clearance over the road is normal for a vehicle of that size, but the big difference is that the floor is only 2.5 centimetres higher. No space is lost to accommodate a driveshaft and supporting frame. A kneeling system, in which the bus can be lowered to take on and let off passengers, brings the side door to within 5 centimetres of the curb and the rear end door, lower still, to within 10 centimeters of the road. Ramp loading is nearly level.

Interior space is maximized by having front wheel drive, which dispenses with an underfloor drive shaft, and independently suspended rear wheels, which do away with the rear axle and reduce wheel-well protrusion.

Power train feature

Adoption of front wheel drive allowed the engineers to incorporate another unique feature. The power train module (which contains the engine, transmission, cooling system, front wheel drive assembly, suspension and steering) can be completely separated from the vehicle in about an hour. A spare power module can be snapped into place while the first one is being serviced, which keeps the vehicle on the road and saves on operating costs.

The *Orion II* is available in 6.3 metre and 7.5 metre lengths. The larger model can accommodate 26 transit seats, 20 airporter seats (perimeter arrangement) or seven "random access" wheelchairs (the ability of a wheelchair-user to enter or leave the vehicle without forcing other passengers, seated or in wheelchairs, to move or be moved).

Passengers enter through doors on the right side or back, using ramps which fold in when not in use. The driver can usually operate the ramps from the driving position.

According to Harry Valentine, a bus specialist who has done studies for the Science Council of Canada, the *Orion II* is "the most sensible new bus to come out in North America since the 40-foot highway coach in the 1950s". He sees it as the ideal small bus for Canada, tough enough to withstand some 12 hours of daily service for a decade or more, and comfortable.

(Article from *Transpo/84*.)

Dogged drug detectors

Consider this. Having spent hours plotting how to secrete a sub-machine gun in a side door of his pick-up truck, a potential assassin is thwarted at the Canadian border by the alert, well-trained nose of a detector dog. An hour later, the same nose is at work in a warehouse ferreting out the cache of a suspected drug smuggler.

The list of seizures made by the Canada Customs Detector Dog Service each year is impressive.

In 1981-82, the service made 383 "hits", seizing narcotics worth more than \$10 million on the street.

In 1982-83, the number dropped to 303 but the street value of the seizures rose to \$15 million (including a \$9-million heroin find in Montreal).

And in 1983-84, the service compiled its most impressive statistics to date — some \$30-million worth of narcotics after only 245 "hits" including the largest single seizure in the service's history, \$20-million worth of marijuana detected by a Canada Customs dog in Vancouver.

Permanent centre

The popularity of the Detector Dog Service has led to plans for the building of a permanent training centre at the Customs and Excise College in Rigaud, Quebec.

The new facility will streamline operations and allow for the preparation of trained teams with less cost and greater efficiency. And that makes John Steward and Terry Teigen very happy. As the program's national co-ordinator and head trainer respectively, they are avid believers not only in the program but in the method of training developed by Canada Customs.

Black lab popular breed

Both Teigen and Steward hesitate to endorse any one breed of dog although many of the service dogs are black laboradors which foster both the temperament and physical characteristics important in the dog service.

"Any dog can be trained," Teigen says, but according to his experience black labs are more adaptable. "They're lovers not fighters and we don't want aggressive dogs," he says.

A suitable dog would be about ten months to two years in age, bold ("but won't take your leg off"), of sound temperament, in good health and able to retrieve.

The dog's size is also a factor. There are German shepherds in the service but



Fred Cattroll, Carnet

Officer and well-trained nose of a detector dog.

since the labs are smaller and weigh less, it is easier for the dog to search a vehicle and for the handler to lift the dog into a truck trailer.

A male black lab weighs about 39 kilograms and a female, about two to five kilograms less.

And, since public acceptance is a bit of a concern, black labs look friendlier when compared to the shepherd.

Training

Sniffing out drugs, guns or lost people is not difficult for a dog, since a dog's sense of smell is many times more powerful than that of a human being. That ability means nothing, however, unless the dog is trained.

The method of training is the constant repetition of specific exercises designed to have the dog identify the drug, firearm or person. On success, the dog is showered with praise.

In training a dog to detect drugs, a small quantity of a narcotic is placed in a bag and tossed out for the dog to fetch. It gets progressively tougher — smaller amounts of different drugs are hidden in more difficult places. The dog, even in training, is always on a leash which allows the dog to tell the handler he's found something.

Each dog has a unique way of telling the handler. Some respond by scratching

with a paw or by barking. One dog responds by whirling his tail like a helicopter blade.

One misconception which seems to prevail is that the dogs are addicted to the drugs they are to detect. "If the dogs were addicted to the drugs, they would not be able to function let alone detect anything," Teigen maintains.

Positive public feedback

How does the public react to having its vehicles or luggage searched for narcotics or firearms? According to Teigen, the feedback is mostly positive.

"I feel our record speaks for itself. Out of the tens of thousands of vehicles we've gone through and all the warehouses and aircraft and ships we've searched, we've had two complaints about the dogs," he says.

Yearly operating costs, including a monthly allowance for the handler to care for the dog, amount to about \$7 000 a year. According to Steward, it's a bargain considering that a single dog has the potential to discover literally millions of dollars worth of narcotics and firearms each year.

"The dogs pay for themselves. It would take 50 officers a week to find some caches that a dog can unearth in 20 minutes," says Teigen.

(Article condensed from Carnet.)

Sale to Barbados

Northern Telecom International Limited has announced the sale of \$10-million worth of high technology telecommunications equipment to The Barbados Telephone Company Limited.

The equipment, required by the Barbados Telephone Company to accommodate growth on the Caribbean island country, includes three remote equipment and line modules (equipment used to extend the reach of a central office switch beyond its normal range); a remote switching centre; three DSM-1Us, Northern Telecom's new 544-line digital subscriber carrier system that comprises a central office terminal and remote terminal placed near subscribers in congested areas; 3 000 Harmony telephone sets and a 7 680-line extension to the DSM-100 switch at Windsor Lodge.

In addition, the sale includes five SL-1 digital business communication systems, a variety of transmission equipment, and miscellaneous wire and cable.

Aid to Thai refugees

Canada will provide \$2 million for refugee programs in Thailand. The funds, to be provided by the International Humanitarian Assistance Program of the Canadian International Development Agency, will be divided between the United Nations High Commissioner for Refugees and the United Nations Border Relief Operation.

The total international relief operation in the area has four basic components: relief and assistance inside Cambodia; relief in the border area; holding camps inside Thailand; and support for affected Thai nationals. The Canadian grants will be used for relief in the border areas and for the holding camps inside Thailand. In the border areas, some 220 000 displaced people from Cambodia are given food, medical assistance and shelter; in the camps another 128 000 refugees receive basic facilities prior to repatriation or resettlement.

Since the Vietnamese invasion of Cambodia in December 1978, Thailand has borne the burden of a massive influx of some 800 000 Cambodians seeking refuge from the conflict. Although their number has been considerably reduced by repatriation and by resettlement in other countries, they will continue to need assistance in the foreseeable future.

Over the past few years, Canada has contributed \$27.8 million to the international effort to assist these displaced persons.

Ingenuity pays off for specialty products firm

A retired industrial executive has combined a love of invention with entrepreneurial panache to give a made-in-Canada twist to the advertising specialty products business, reports *The Globe and Mail*.

IDMD Inc. of Toronto stands for inventors, designers, manufacturers and distributors, and to that extent, according to IDMD president Harry Graham, his company has fulfilled the mission of its charter. In the current year, his 18-man plant in Toronto will produce close to three million injection-molded plastic products that will be shipped throughout North America and to Europe, the Middle East and Hong Kong.

"Usually the stuff is coming the other way — particularly from Southeast Asia back here," Mr. Graham said.

What makes the difference, he said, is originality. "They sell existing products already on the market and the buyer creates the concept. We sell new inventions and we deliver them as advertiser-specific promotional concepts."

Following are some examples of IDMD products:

- A pitcher for a 1.3-litre milk pouch produced by the Ontario Milk Marketing Board. The previous one would not allow the milk to sit upright and pour properly because it would air-jam halfway in. The board brought the problem to IDMD.
- A scale model of the IBM Personal Computer with uniquely designed utility compartments in the disc drive and "under the hood" that brought a "Special Design Award" from International Business Machines Corp. of Armonk, New York, has sold 200 000 units to date with orders for another 500 000. Approval from Northern



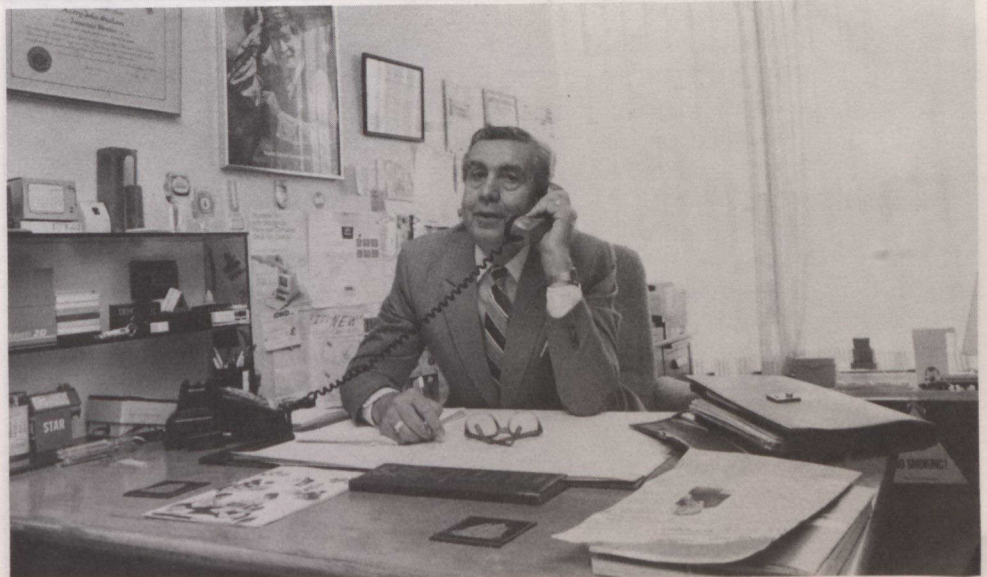
Some of the products made by the firm.

Telecom to build their Display Phone in a miniature disk similar to the IBM which will also be shipped around the world.

- An assignment from Montreal-based Molson Breweries of Canada Ltd. for its new Lowenbrau beer that led to the invention of a dual-purpose opener for screw and flip-top bottles.

In its four-year history, IDMD has picked up more than 50 major corporations as clients, including Air Canada, the Bank of Nova Scotia, Bata Industries Ltd. of Batawa, Ontario, and Canada Life Assurance Co. of Toronto. It has launched more than 20 of its own patented products and currently has five new products in development for national marketing organizations.

It has invented a new tree labelling device for provincial forest industries, a spray bottle with a triggerless pumping action and a disposable oil stick wiper for autos.



Harry Graham is a retired executive who now heads IDMD.

Arctic expert leads icy voyage

When the Arctic sun shines upon an iceberg, there is nothing more beautiful than that huge chunk of glacial ice, glistening blue and aquamarine.

But such celestial beauty makes the iceberg no less menacing, says Ottawa's Captain Tom Pullen, ice adviser for the first commercial passenger vessel to attempt navigation of the Northwest Passage waterway between the Atlantic and Pacific Oceans.

Pullen, 66, is regarded as one of the world's foremost Arctic navigators. The 2 500-tonne *Lindblad Explorer* cruise ship left St. John's, Newfoundland, in August, for an estimated 44-day voyage to Yokohama, Japan.

"There's nothing more visually spectacular than an iceberg," the retired Canadian navy man said before setting out.

"The menace comes if you get too close to the berg and it decides to roll over."

Although Pullen spoke light-heartedly about the voyage, he knows well "the element of uncertainty, the element of risk", confronting the 98 passengers who have signed up for the trip.

The passengers from ten countries have been guaranteed a 40 per cent refund if the vessel is forced to turn back, says Lars Wikander, president of Salen Lindblad Cruising, which owns the vessel.

There are five Canadian passengers on the voyage in addition to Pullen and Graham Rowley, a 71-year-old Carleton University

research professor and former archeologist specializing in the North.

Pullen, the winner of this year's Massey Medal, presented since 1959 by the Royal Geographical Society, has journeyed through the Passage twice before. His first voyage through was in 1969 aboard the US supertanker *Manhattan*.

This time he is interpreting ice charts distributed regularly by Environment Canada, advising Nilsson on the ice conditions throughout the 7 600-nautical-mile journey. The vessel is also equipped with several radar sets for ice detection.

The fresh-water icebergs from Ellesmere Island and the west coast of Greenland now are melting as they drift south.

Bergy bits (fragments of icebergs) can be "cottage size", while the drifting floes themselves can be more than 100 metres high. There are about 50 000 circulating in Baffin Bay alone. The size of an iceberg can be deceiving because only one-ninth of it may be above water.

Pullen must ensure the *Lindblad* doesn't blunder into one of them, or get trapped in ice as many vessels have before. Most of the icebergs are in Baffin Bay and the Davis Strait. They diminish as one moves westward, Pullen said.

The most treacherous area for the vessel is in the vicinity of the Franklin and James Ross Straits just west of the Boothia Peninsula in the Arctic Islands. If the *Lindblad* succeeds, it will be only the thirty-fourth ship in history to complete the voyage.

Aid, oil and gas report

Petro-Canada International Assistance Corporation (PCIAC) recently issued a report on its second year of activity. Since it became operational, PCIAC has undertaken aid projects in 15 oil-importing developing countries, with budgets totalling over \$100 million in the 1982-1985 period.

The PCIAC concept, first announced in 1980, is a unique new initiative in aid terms as well as in international oil and gas exploration. The idea is to use Canadian government funds to finance exploration activities in developing countries which are heavily burdened by the high costs of imported oil, using Canadian technology and equipment.

Short lead-times for equipment such as drill-rigs and seismic vessels, and tight schedules for crews and specialized personnel in the petroleum industry, make it difficult to operate an effective aid program from outside the industry. PCIAC, a fully-owned subsidiary of Petro-Canada, has access to the parent corporation's resources and personnel on a non-profit basis, with costs being recovered from Canadian aid funds voted each year by Parliament. Petro-Canada serves as PCIAC's executing agent for operations abroad, and does all contracting with Canadian industry.

For a variety of political or economic reasons, exploration activity has been at a low level in the developing countries, compared to the geological potential of these areas. The international community has recognized this problem as critical. The World Bank, for instance, devotes more than \$1 billion a year to petroleum projects. The Canadian oil and gas industry, with a proven technological record, can provide badly needed expertise and equipment to assist these countries in their efforts to find indigenous sources of oil and gas, including the training of their personnel.

Projects are underway in a broad cross-section of countries, including Barbados, Haiti, Jamaica and the Windward Islands in the Caribbean, Senegal, Gambia, Ghana, Morocco and Tanzania in Africa, and Thailand, Sri Lanka and the Philippines in Asia. New projects are being studied in other Latin American, African and Asian countries.

The aid budget for these projects has more than tripled, from \$20 million in 1982 to \$70 million in 1984. These funds are used to provide a wide range of Canadian goods and services, often introducing competent Canadian companies to new areas of activity in the Third World, and providing a basis for further commercial opportunities in these countries.



Map shows route cruise ship will take.

CBC sells mini-series to US

The Canadian Broadcasting Corporation has sold its mini-series *Empire Inc.* to a US television syndication group.

The sale is to Metromedia producers Corp., a company which owns only seven TV stations but sells its programs across the US to a network of stations — mainly independents. Each large US centre generally has at least one independent station.

Empire Inc., a six-part drama that follows a ruthless Montreal business tycoon and his wayward family from the 1920s to 1960, received excellent reviews when it was first shown on CBC in January 1983. It has already been sold to 38 other countries.

Metromedia will run the series in prime time in at least 70 per cent of the American market, probably in late winter or early spring, said Guy Mazzeo, head of CBC Enterprises, the network's sales division.

If the series does well, Mazzeo believes it could be a big break for Canadian productions in the US commercial market.

The amount CBC will be paid for *Empire* has yet to be determined. But Mazzeo says CBC's share will be at least "in the lower seven digits".

Russian musician to direct Vancouver Symphony

Rudolf Barshai, an eminent Russian musician who gained international acclaim as a violist and conductor of the Moscow Chamber Orchestra, has been named music director and principal conductor of the Vancouver Symphony (VSO), effective September 1, 1985.

Barshai succeeds Kazuyoshi Akiyama, who has been music director of the Symphony since 1972. Akiyama will become the Symphony's conductor laureate beginning with the 1985-86 season.

Until he assumes his new position in 1985, Barshai will be music director designate of the VSO. He is scheduled to conduct the Symphony for a minimum of 12 weeks in each of his first three seasons and will retain his current position as principal conductor and artistic adviser of England's Bournemouth Symphony.

Barshai has led major orchestras of Austria, Belgium, Britain, Denmark, France, West Germany, the Netherlands, Switzerland, Sweden, Israel and Japan as well as the National Arts Centre of Canada, the Houston Symphony and Orquesta Filarmonica de la Ciudad de Mexico.

Bicentennial exhibition celebrates Ontario artists

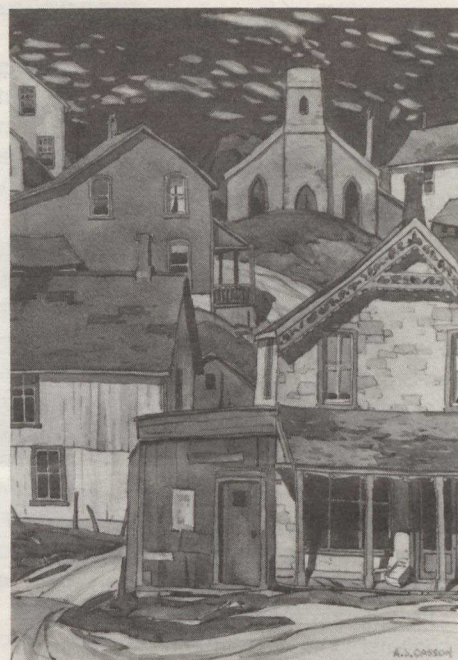
An exhibition, *Images of Ontario*, which illustrates Ontario's rich tradition in the visual arts during the past 200 years, opened recently at the Art Gallery of Ontario in Toronto.

The exhibition of more than 60 paintings, watercolours, drawings and sculpture, drawn primarily from the gallery's permanent collection, is an opportunity to explore the works of such artists as Cornelius Krieghoff, Homer Watson, Lawren Harris, Jack Bush, William Kurelek, Gordon Rayner and Michael Snow, all of whom responded very differently to their environment.

Images of Ontario turns to the past to reveal the underlying social, geographic and cultural fabric of the province, woven from four vital strands — wilderness, farm, town and city.

Few peoples, for example, have been so profoundly influenced by wilderness as inhabitants of Ontario. Enemy to the early settler, the forest became by the latter part of the nineteenth century a retreat and, to artists such as those in the Group of Seven, a source of inspiration.

Complemented by audio-visual presentations, *Images of Ontario*, examines issues including the extent to which the artist's vision is conditioned by his own beliefs and training, and the reasons why painters



Hillside Village, watercolour on paper, by A.J. Casson.

treated Ontario's broad northland so differently in 1920 than in 1860 — a combination of artistic influences from abroad, developments in science, literature and philosophy, and technological advancements that profoundly changed the focus of their imagery.



Old Pine (1929), oil on canvas, by Arthur Lismer.

News briefs

Communications Minister Edward Lumley and International Trade Minister Francis Fox announced the signing on July 14 of a film co-production agreement between Canada and Algeria. The agreement, made public in Montreal, was signed by Mr. Fox and Algerian Minister of Culture and Tourism Abdelmadjid Meziane. Under the agreement, both Canada and Algeria can consider their co-productions as entirely domestic products. Co-produced films will be eligible for funding under the Canadian Broadcast Program Development Fund, administered by Telefilm Canada, and for all other film-financing and tax incentive measures available in both countries. The Canadian Broadcast Program Development Fund has generated investments of approximately \$95 million in 1984-85, its first year of operation.

In its latest report, the Organization for Economic Co-operation and Development predicts that Canada's growth next year will be 3 per cent. Japan will lead, with a 4.75 per cent growth rate; the West German rate will be 3 per cent and the United States 2.5 per cent. For this year, Canada, with a growth rate of 4.5 per cent will place third behind Japan and the US. But Statistics Canada sees our real gross

national product as having risen at a seasonally adjusted annual rate of 3.2 per cent in the first quarter. That makes five consecutive quarters of advance in economic output — about 1 per cent above the level at the previous peak, in the 1981 second quarter.

Canada's population has reached an estimated 25 082 000, an increase of 238 600 over the April 1983 level. For the one-year period ending March 31, 1983, the population grew by 264 000. At the provincial level, the most important change is the drop in the rate of growth for Alberta. This deceleration, apparent for about two years, translates into zero growth between April 1, 1983 and April 1, 1984, with the province's population remaining at 2 349 100. At the beginning of the 1980s, Alberta's population grew at a rate of 46 per 1 000, approximately five times higher than that of the rest of Canada.

Canadian egg production decreased 4.9 per cent to 40 million dozen in May 1984, from 43 million a year earlier. The average number of layers was down 4.4 per cent to 23.5 million from 24.6 million and the number of eggs per 100 layers decreased 0.5 per cent to 2 083 from 2 094.

The Export Development Corporation (EDC) has renewed a line of credit with the Republic of Cameroun originally signed in May 1982. Three allocations totalling

\$36.1 million (US) have been made under the \$100-million (US) line of credit with \$63.9 million (US) still available. Transactions supported under the line of credit to date have been the sale of two aircraft by de Havilland Aircraft of Canada, the reconditioning of a locomotive by Bombardier of Montreal, and the construction of five viaducts by Janin Construction Ltée, also of Montreal.

Mitel Corp., Kanata, Ontario, is making the first US distribution of its top-line private telephone switching system. RCA Service has ordered \$200-million worth of the Mitel SX-2000 and other smaller switches through Mitel's US subsidiary. The SX-2000 can switch between 2 500 and 3 000 telephone lines, and allows every phone attached to handle both voice and data communications. At least \$40-million worth of the switches will be delivered this year. RCA Service is one of the largest independent telephone equipment suppliers in the US.

Two de Havilland 50-passenger Dash-7 planes have been sold to Pertamina, the state-owned Indonesian oil company. The federal Export Development Corp. helped with a \$20-million (US) financing agreement. Eight Dash-8 planes were sold to Henson Aviation, Salisbury, Maryland, US, for \$58 million. Henson is a commuter airline already owning five Dash-7s. The 37-passenger capacity of the Dash-8 sold it over its nearest rival, the 30 passenger Brazilian EMB-Brasilia.

Gwynne Dyer, military historian, journalist and the writer and on-camera host of the National Film Board's series *War*, has won the 1984 World Federalist of Canada Peace Award. *War*, a seven-part series seen on CBC national television last year, received two awards from the fifteenth International Film Festival in Nyon, Switzerland, and one part of the series was nominated for a 1984 Academy Award. Previous recipients of the Peace Award have included Cyrus and Anne Eaton, George Washington Carver, Mahatma Gandhi and Lester Pearson.

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Alguns artigos desta publicação são também editados em português sob o título Notícias do Canadá.

Stock market at a glance



Using Telidon technology, the Novatex stockcharting service of Teleglobe Canada allows investors and financial analysts to compare instantly the performance of a given stock with other stocks or with the market in general.

Paul Labelle

Canada

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