



Bulletin

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SUMMER OLYMPICS 1976 FOR CANADA

The International Olympic Committee, which met in Amsterdam last month, chose Montreal over Los Angeles and Moscow as the site for the 1976 Summer Olympics. Los Angeles having been eliminated on the first ballot, Montreal was elected on the second by a vote of 41 to 28 over Moscow.

Mr. Mitchell Sharp, Acting Prime Minister, sent the following telegram to Montreal's Mayor Jean Drapeau, who was in Amsterdam:

"On behalf of the Government of Canada, I extend warmest congratulations on your achievement in winning the approval of the International Olympic Committee for Montreal as the site of the 1976 Summer Olympic Games."

Mr. Drapeau, who had been unsuccessful in a bid for the 1972 Olympics, estimated that the 1976 Games would cost Montreal \$120 million, which would cover expenses for an Olympic village, a new stadium and various other facilities.

Denver, Colorado, was chosen over Garibaldi provincial park, near Vancouver, as the site of the 1976 Winter Olympics.

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ST. LAWRENCE SEAWAY 1969

In the 1969 annual report of the St. Lawrence Seaway Authority, tabled recently in the House of Commons, Seaway President Dr. Pierre Camu comments that Seaway tonnages in 1969 were a disappointment but, it is believed, were rather a temporary shortfall that should not be considered a permanent reversal of the ten-year trend.

Tonnage in the Welland section decreased from 58 million tons in 1968 to 53 million tons in 1969, while slightly over 41 million tons were transported along the Montreal-Lake Ontario section in 1969, compared to 48 million tons the previous year.

The report explains that the drop in tonnages for both sections of the waterway, and the decrease in tolls revenue to \$15.6 million, compared to \$18.1 million in 1968, were largely attributable to the de-

cline in export grain sales and the reduction of 6.2 million tons in iron-ore shipments from the Quebec and Labrador mines, which suffered a prolonged strike during the shipping season.

The next decade, Dr. Camu states, should see the Seaway's competitive position continue to grow. During the first ten years of operation, traffic increased from 20.5 million tons in 1959 to the record 49.2 million tons of 1966 in the Montreal-Lake Ontario section, and from 27.5 million to 59.2 million tons during the same period in the Welland section. Also, transit time through the Welland has been reduced from 24 hours in 1964 to less than 14 hours.

STUDY OF SYSTEM

The financial position of the Authority still causes concern since its income is insufficient to cover interest charges on accumulated debt after payment of

operation and maintenance costs.

Seaway tolls are subject to review at the end of the 1970 navigation season, at the request of either Canada or the United States, and the Authority has appointed a firm of consultants to make a comprehensive study of the economic and financial aspects of the total system.

Research, study and trials continued on the development of a computer-assisted traffic control system, integrated for the entire Seaway from Montreal to Lake Erie. A major step toward this integration was the centralization of traffic control at St. Lambert on the Montreal-Lake Ontario section at the start of the 1970 season. The Welland section has had a centralized traffic control centre in St. Catharines since 1967.

INFORMATION SERVICE

A marine information service was put into operation at the beginning of the 1969 season in co-operation with the Saint Lawrence Seaway Development Corporation of the United States. The service complements and improves the traffic-control capability of the Seaway by obtaining information necessary for safer and more efficient scheduling of vessel traffic, the scheduling of pilots and the search and rescue service.

Owing to the necessity of reinviting a construction tender for the Townline Road tunnel at Welland, the completion of a new eight-and-a-half mile section of the Welland Canal channel between Port Robinson and Ramey's Bend, bypassing the city of Welland, has been rescheduled for the opening of the 1973 navigation season, rather than 1972.

A new maintenance centre for the Montreal-Lake Ontario section was completed at Brossard, Quebec. The centralization at this centre of modern maintenance facilities has ensured that personnel and equipment are within short distance of all four Canadian high-lift locks in the region. The fifth lock, at Iroquois, is a control lock requiring minimal upkeep.

DEBT-CONSOLIDATION EASED

The Minister of Consumer and Corporate Affairs, Mr. Ron Basford, has announced changes to expand the scope of the Bankruptcy Act procedure for the consolidation of debts and orderly repayment by individual wage-earners. The procedure, under Part X of the Act, is in force in Nova Scotia, Manitoba, Saskatchewan, and Alberta, the provinces that have chosen to implement it. Consultation is under way with British Columbia and Prince Edward Island, two other provinces wishing to take advantage of the federal legislation.

Mr. Basford said the changes he had made in the regulations remove any limit on the amount of debt that a province may allow wage-earners to consolidate through a court order. Previously, the limit was \$1,000.

Manitoba has already chosen to double the limit to \$2,000 and Saskatchewan and Alberta have decided to let the procedure apply to debts of any amount.

HOW PLAN WORKS

The individual who is in debt applies to a court clerk for an order consolidating the debts and setting out the terms and schedule of repayment. The court approves a plan within the debtor's means.

Regular payments are distributed among the creditors on a *pro rata* basis, until the debts are fully repaid. The individual is thus rendered immune from legal proceedings and cannot be sued by his creditors.

At the same time, the individual is prohibited from contracting new debts, above a level of \$500, until the consolidated amount is fully repaid.

"This plan can provide badly-needed assistance to unfortunate wage-earners who can't cope with their debts and who can't afford the more costly step of declaring a personal bankruptcy," Mr. Basford said. "From the creditor's point of view, it means he can give the debtor time to pay without any fear that another creditor might seize the assets of the debtor through legal proceedings."

He emphasized that the entire Bankruptcy Act is being reviewed with a view to complete revision, including Part X. "But I consider the relief these changes make right away to be so desirable that I wanted to go as far as we can now with the existing Act," the Minister added.

EDUCATION BY CORRESPONDENCE

During 1967-68, 121,632 students were enrolled in correspondence courses in Canada. The sources of correspondence study included provincial government departments, institutes of technology, universities, private trade and business schools, and business and professional associations.

Of the total number of students, 72 per cent were enrolled in elementary and secondary academic courses and vocational courses provided by the correspondence school branches of the provincial departments of education. Courses offered by various business and professional associations, either through their own facilities or those of universities, accounted for 16 per cent of the total. Enrolment in university degree credit courses by correspondence, on a downward trend since 1964-65, was 4.3 per cent. Institutes of technology and private trade and business schools accounted for the remainder.

Another 16,000 students were reported by five American private correspondence schools having outlets in Canada.

The correspondence-school branches of provincial governments reported an administrative staff of 155, while the instructional staff numbered 424, the majority part-time. Of the 530 instructors reported by the universities, all but three were part-time.

ROOT CANADA-NEW ZEALAND TRADE PACT

The Secretary of State for External Affairs, Mr. Mitchell Sharp, announced recently that a protocol amending the trade agreement between Canada and New Zealand and an exchange of letters establishing a Joint Canada-New Zealand Consultative Committee were signed on May 13 in Wellington by Prime Minister Trudeau and Prime Minister Holyoake of New Zealand.

While the protocol and exchange of letters do not alter the basic framework governing the conduct of bilateral trade, they update the present agreement and provide for certain benefits of mutual advantage.

First, a new provision on anti-dumping allows Canada to fulfil its obligations under the International Anti-dumping Code and, at the same time, provides for roughly equivalent treatment of Canadian goods by the New Zealand authorities.

Second, an amendment provides for an undertaking by Canada to seek, through administrative

arrangements, to minimize difficulties to New Zealand exporters, arising from the requirement of the agreement to ship direct to Canada in order to obtain British preferential tariff treatment.

Third, a new article on consultations and the establishment of a Joint Canada-New Zealand Consultative Committee will provide the means for dealing more effectively with a wide range of bilateral problems. The Consultative Committee will meet either at the ministerial or official level, not less frequently than once every two years and will be free to discuss subjects of mutual interest and concern.

Fourth, the protocol provides for consultation in advance of major changes in preferential tariff treatment contemplated by either Government. This recognizes the value of preferences for both parties and provides a guarantee against arbitrary withdrawal of preferential access.

VE DAY REMEMBERED

The Minister of Veterans Affairs, Mr. J-E. Dubé, made the following statement to the House of Commons on May 8, the twenty-fifth anniversary of the end of the Second World War in Europe:

Twenty-five years ago today the armies of the allied nations in Europe stood at ease after five years of fierce struggle. Victory had been achieved, but at a fearful cost. Nearly 45,000 Canadians had given their lives in the horror-filled days and nights since September 1939. The end of fighting in Europe, VE Day, was a day of wild exultation, of joy and of thanksgiving because peace with liberty had been won. We and all coming generations must remember this day some 25 years past. We remember and celebrate not because we seek to glorify war but because we must never forget the horror of war and we must ever be vigilant to maintain peace.

CEREMONIES IN THE NETHERLANDS

I was vividly impressed this past week by the tremendous sacrifices made by Canadians in this struggle for peace. A Canadian delegation was invited to Holland to participate in ceremonies marking the liberation of their country. One very moving function in which we participated was at the Canadian War Cemetery at Groesbeek. There is the final resting place of more than 2,000 Canadians. This impressive ceremony with our Dutch friends enabled us to pay tribute to those who fell and also to cement our very warm relations with the Dutch people.

SALUTE FROM PARLIAMENT HILL

This evening on Parliament Hill a very impressive ceremony will be held to mark this twenty-fifth anniversary. Naturally it is our wish that as many Can-

adians as possible of all ages take part. The event will be telecast on both national networks of the CBC. This ceremony has a dual purpose: it will pay silent tribute to those who made the supreme sacrifice and it will also enshrine the jubilation which was felt 25 years ago when peace was achieved....

MACHINERY SOLD TO ROMANIA

A loan agreement between the Export Development Corporation and Romania, to cover the first major sale of Canadian manufacturing equipment to an Eastern European country was announced recently by Mr. Jean-Luc Pepin, Minister of Industry, Trade and Commerce.

The EDC will lend up to \$2.1 million to finance the sale by Combustion Engineering-Superheater Limited of Montreal of a chemical recovery-unit (including an air-pollution control system) to Industrial-import of Bucharest, the state agency for foreign trade in the Socialist Republic of Romania.

The loan represents 80 per cent of the sale price of the recovery-unit, with related equipment and services. The unit will form part of a \$60-million, pulp and paper complex, which will turn out 500 tons a day, at Tumu Severin on the banks of the Danube River.

Present at the signing, as well as the Minister and EDC officials, were Alexander Greceanu, general manager, and Bodo Seber, legal counsel of Industrial-import; T. Radu Copaceni, assistant manager of the Romanian Bank for Foreign Trade; Aurel Ioncica, deputy director-general of the Romanian Foreign Trade Ministry; and W.H.W. Clark, chairman of the board and R.E. Vuia, vice-president (operations) of CE Canada.

EUROPEAN ACCLAIM FOR GALLERY EXHIBITION TOUR

Drawings by old masters from the permanent collection of the National Gallery of Canada that returned last month from a tour of Europe, which included exhibitions at the Louvre in Paris, the Uffizi in Florence and the Colnaghi gallery in London, were seen in May at the National Gallery.

The exhibition, part of the National Gallery's international program, undertaken as a joint project with the Cultural Affairs Division of the Department of External Affairs, has had a success far beyond the expectations of its organizers. In France, Jean Bouret wrote in *Les Lettres Françaises* that "the whole collection is so rich that there could be good reason for jealousy; but how can one feel jealous of these pleasant Canadians, so full of fervent feeling?"

"The drawings steadily acquired for Canada's National Gallery are of consistently fine quality and reflect breadth of view as well as discriminating judgment," wrote William Gaunt in *The Times* of London. "Preference has often been given to drawings that show minor masters at their best instead of those that would only indifferently represent great men."

This was echoed by Roberto Coppini in *Avanti* of Rome when he spoke of the "exceptional quality of the drawings, even when by minor artists", and by Jean Dalevèze in *Les Nouvelles Littéraires*: "The interest of this beautiful art group, which includes remarkable works of art, lies in the very quality of each piece."

WIDE INTEREST

The works cover a period from circa 1450 to the mid-twentieth century, ranging from a parchment leaf of a Florentine picture chronicle to a charcoal drawing of a seated dancer by Matisse. Each institution made a personal, and somewhat different, selection of the works they felt to be of particular interest to the

scholar and to the public. The rarity of important nineteenth and early twentieth century works in public collections in Italy, for instance, emphasized the importance of the exhibition at the Gabinetto dei disegni degli Uffizi (entitled there *Da Dürer a Picasso*) and art critics from as far away as Rome and Milan, travelled to Florence to review the exhibition. An article in the *Avvenire* of Milan started: "Exhibitions such as these make history."

There was equally widespread interest in Paris in the large number of fine twentieth century drawings in the exhibition (entitled there *De Raphaël à Picasso*), which was reflected by Pierre Schneider in *l'Express*: "Picasso, Matisse, Henry Moore, Paul Klee, all hanging on the walls of the Louvre — it's not a dream but a reality, owing to the 80 drawings of the National Gallery of Canada."

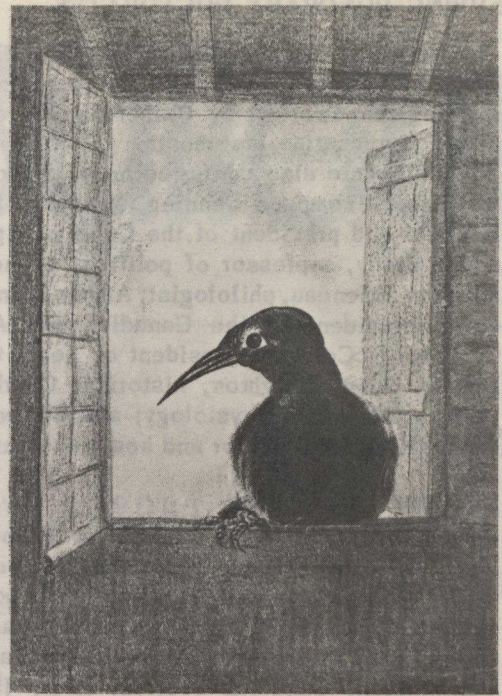
A FIRST FOR CANADA

Critics in all three countries commented on the general inaccessibility for Europeans of the great works of European art which now form part of North American collections, and many urged their readers not to miss the opportunity of seeing this selection from the most important Canadian collection of drawings. It was, in fact, the first time that part of Canada's national collections has been seen outside the country and it was the first time that the Louvre has exhibited works from another museum in its Cabinet des Dessins.

The exhibition was organized as a tribute to Kathleen M. Fenwick, the recently-retired Curator of Prints and Drawings at the National Gallery of Canada, who is primarily responsible for the collection as it is today.

(Four of the works included in the National Gallery exhibition tour of Europe are shown on the opposite page.)

Landscape with a Road and a Coach
Roelandt Roghman (c. 1620–1686)
(Dutch School)



The Raven
Odilon Redon (1840–1916)
(French School)

Photos courtesy of the National
Gallery of Canada, Ottawa.

A Witch Swinging
Francisco y Lucientes Goya (1746–1828)
(Spanish School)



Visiting Time at a Nunnery
Giovanni Domenico Tiepolo (1727–1804)
(Italian School)

SPRING HONORARY DOCTORATES

Canada's Ambassador to Sweden, Miss Blanche Margaret Meagher, was one of the recipients of honorary degrees awarded by Dalhousie University at its spring convocation last month.

Dalhousie also conferred honorary doctorates on Sir Alfred Thompson Denning, Master of the Rolls of England and president of the Court of Appeal; Alexander Brady, professor of political economy; Murray Barnson Emeneau, philologist; Arthur Sydney Pattillo, Q.C., president of the Canadian Bar Association; C. Peter McColough, president of Xerox Corporation; Donald Grant Creighton, historian; Charles Beecher Weld, professor of physiology; and Clarence Melville Bethune, medical doctor and hospital administrator.

KINGSTON HONOURS

During the eighty-fourth graduation ceremonies of the Royal Military College, Kingston, honorary degrees were conferred on Dr. Wilder Penfield, honorary consultant, Montreal Neurological Institute and Hospital; Arnold D.P. Heeney, chairman, International Joint Commission, Canadian section; Msgr. Jacques Garneau, associate director, Association of Universities and Colleges of Canada; and General J.V. Allard, retired chief of the defence staff, now agent general for the Province of Quebec in the United States.

BIRTHS, MARRIAGES, DEATHS

Live births registered in Canada's provincial offices during March numbered 29,014, compared to 29,990 in March 1969. The cumulative total for the first quarter of 1970 was 2.2 percent lower than that for the corresponding period last year. The birth-rate for March was 16.1 per 1,000 population.

In March, a total of 8,706 marriages were filed in provincial offices, giving a rate of 4.8 in 1,000 population. For the first quarter of 1970, marriages exceeded those in the corresponding months of last year by 5.1 per cent, although three provinces reported decreases.

The 12,634 deaths registered during March brought the total number registered for the first quarter of 1970 to 41,824, an increase of 2.2 per cent over that of corresponding months in 1969. The death rate for the month was 7.0.

HIGHWAY-RAILWAY COMMITTEE

The National Advisory Committee on Highway-Railway Grade Crossing Safety was formed recently in Ottawa under the auspices of the Canada Safety Council.

At this founding meeting, Alberta Highways Minister Gordon Taylor was chosen chairman of the Committee and Ashley Hibbard of the federal Cana-

dian Transport Commission vice-chairman. Representatives from five provincial governments, the Canadian Conference of Motor Transport Authorities, the Canadian Railway Labour Association, the Canadian Association of Chiefs of Police, the Railway Association of Canada, Alberta Safety Council and Canada Safety Council also attended the meeting.

The main purpose of the committee was described as the determining of the most effective ways and means of substantially reducing accidents at grade crossings. A study in depth of the main accident-contributing factors, education, legislation, enforcement and engineering will formulate realistic recommendations for Council action.

While accidents at level-crossings have decreased in recent years and account for less than half of one per cent of all highway accidents, they account for 3.5 per cent of all traffic deaths. The problem remains urgent, there being one death for every 2.8 highway-railway accidents, compared to one death for every 21.6 traffic accidents.

ACCOMPLISHMENTS

The CSC has been engaged in a highway-railway safety education effort as the result of recommendations for an *ad hoc* committee set up last year in co-operation with the Railway Association of Canada and the Canadian Transport Commission.

At the Ottawa meeting, the Railway Association gave the CSC copies of an audio-visual presentation on level-crossing safety for distribution to provincial safety councils, each consisting of 80 slides and a sound-track as well as a discussion guide.

The audio-visual presentation was prepared on recommendations from the *ad hoc* committee.

MONTREAL AIRPORT BEGUN

Mr. Don Jamieson, Minister of Transport, recently signed a \$12-million contract with International Airport Consultants of Montreal Ltd. for initial development of the new Montreal International Airport near Ste Scholastique, Quebec, which will open in 1974.

A passenger terminal capable of handling six million passengers a year, two runways, taxiways and other essential services are included in this initial phase of the project. International Airport Consultants will provide the new Montreal International Airport project office with management services required for planning, design and construction.

When the airport is complete, it is estimated that some hundreds of millions of dollars will have been spent in the Ste Scholastique area and between 75,000 and 100,000 new jobs will have been created in the region.

Land clearing for the new airport begins this month.