

Bulletin

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REVIEW OF CANADA'S FOREIGN POLICY IN 1971

The following excerpts are from a year-end interview with Mr. Mitchell Sharp, Secretary of State for External Affairs, by Mr. Bob Abra of the Canadian Broadcasting Corporation's International Service:

Q. Mr. Sharp, it's been a fairly eventful year in international affairs. From the Canadian standpoint, what would you regard the most outstanding event?

A. Well, from our point of view, the most important event was the United States' balance-of-payment crisis and the events that followed from that. That is, if you look at it from the point of view of the immediate effects upon Canada. If you look at the world as a whole, I suppose that the most important event was the India-Pakistan war because it revealed the conflict between the Soviet Union and China in a new light.

Q. Now, in the United Nations a year ago, you were critical of procedures there. Do you feel there's been any improvement in the past year?

A. Yes, following our initiative a committee was established and has brought in a report with a number of quite practical things that can be done. Naturally, we're not satisfied. I said at the time, you may recall, that the United Nations was drowning in a sea of words. Well, I see no stemming of the flood. It goes on as usual. However, the changes that are being proposed, and many of which will be accepted I think, may help to reduce the paper – the quantity of paper – that is being distributed; will eliminate some of the overlap in discussion and so on. So, I think it was worth while doing, but we're by no means satisfied that the United Nations is operating as it should.

Q. There's been some severe strains, including the India-Pakistan war and some various other things – strains within the United Nations themselves. Do you think the organization can overcome this sort of problem that tends to take these strains outside the body?

A. I don't know whether it can or not because the United Nations is simply a reflection of the world. There has been a very big change as a result of the entry of Peking as the representative of China. This has made a profound difference both to the United Nations itself and to the debates. This came out particularly during the debates on the India-Pakistan war. You no longer had a confrontation between the principal representative of the capitalist world, so-called – the United States – and the principal socialist country – the Soviet Union. You have a three-cornered situation with the United States, the Soviet Union and China, all contributing very largely to the debate and giving to the debate more of an air of reality. It seems to me that before Peking took the China seat there was a distortion in the United Nations debates. Now that distortion has been removed. The situation is much more complex, of course,

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but that is the way the world is, and I'm very much more satisfied that the United Nations is a proper reflection of the world today than it was before Peking entered. And this is one of the reasons why we took the initiative that we did: first of all, in recognizing Peking as the Government of China, and secondly in taking such a forthright position on the seating of Peking in the China seat.

THE COMMONWEALTH

Q. Now, in another sphere, these events have had great strains on the Commonwealth, too. Do you feel that the Commonwealth can survive this sort of thing? I'm thinking of India-Pakistan, the Rhodesia settlement — all these things that seem to be tearing away at the membership.

A. It depends on what you expect from the Commonwealth. For a long time Canada has not regarded this as economic grouping. We were a member of the dollar group rather than the sterling group, so we didn't have the same sort of interests as other members of the Commonwealth. So for us the economic side of the Commonwealth was not too important. Nor did we think that there could ever be common policies in the Commonwealth towards the rest of the world. You may recall that it was Canada that objected many, many years ago, to any attempt to have a common foreign policy in the Commonwealth, and that has now become the accepted doctrine. Our view of the Commonwealth is that it is an excellent place to have discussions about world problems amongst a group of countries that are representative of the various elements in the world today: various colours, various approaches; we have aligned countries; we have non-aligned countries; we have black; we have yellow; we have white-faced people. In other words, the Commonwealth to us is a microcosm of the world. The advantage of the Commonwealth is that the representatives can sit down together and talk informally on the basis of having one common language, which is English, and having a set of institutions that enables us to meet together and to understand what the other was saying without elaborate explanations. And if our Prime Minister, Mr. Trudeau, has his way there will be much greater informality in the proceedings — fewer set pieces, more exchange of views than we have seen in the recent past. And I do hope that this is the way that the Commonwealth operates in the future, but any idea that the Commonwealth has common policies, or even common interests, is really an idea of the past. The Commonwealth is now representative of the world and that is its great advantage: that we can have these informal meetings not in the setting of the United Nations but amongst a group of old friends.

EUROPE

Q. There seems to have been some progress towards *détente* in Europe, between East and West Germany and so on. Do you see much hope for actual settlement of some of these problems?

A. Yes, I really have been quite optimistic for some time and I think this optimism is being justified. We, in Canada, have been working for *détente* over a long period of years and our cause was, of course, greatly strengthened by the accession to office of Willy Brandt, as Chancellor of the Federal German Republic. He, too, has been interested in *détente*, and more progress has been made under his administration than for many years. We're now on the verge of a settlement of the treaties between the Soviet Union, and Poland and Germany. In due course, I hope that the two Germanies will be able to work out a *modus vivendi* so that both of them can enter the United Nations. This would be a tremendous step forward and these are matters that are in prospect. They're not just dreams, they are possibilities, and very real ones that everyone is working towards. So I think that in Europe we are moving to a situation when there will be a good deal less tension. Indeed, I don't think that Europe is going to be the centre of our concern in the future. I think it's going to be the apparent conflict between the Soviet Union and China.

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ECONOMIC PROBLEMS AND TRADE

Q. The economic problems themselves have been plaguing the world as a whole. Do you see any hope of a better international monetary and trading system emerging from all this?

A. I don't know whether it will be better. That remains to be seen. So much depends upon the future policy of the United States. Our fear has been that the United States was not only faced with immediate problems which required them to take some undesirable and rather drastic steps to redress their balance of payments, but we were concerned, and still are, about the possibility that the United States may be turning inward — that a protectionist trend may be developing in that country. And if it does, then we would have to adjust ourselves to it and out of this would emerge a situation less desirable than what has prevailed in the postwar period. However, the President of the United States has said that that is not the way his administration intends to take the United States, that after this crisis — out of which they hope they will emerge with a better alignment of currencies and the reduction of what they consider unfair barriers to United States' exports — the United States will then revert to its policy of promoting freer trade on a multilateral

NICKEL PLANT FOR NEW CALEDONIA

New proposals for discussion with the French Government, outlining a plan for the immediate and long-range development of a major new nickel-producing operation based on lateritic ore deposits in the southern part of the Pacific island of New Caledonia, were submitted to the French Government recently by The International Nickel Company of Canada, Limited.

The INCO proposals state that, if agreement is reached with France in the near future on essential matters, an initial commercial-scale unit, which would require the investment of about \$85 million, could come "on-stream" by mid-1974. The new plant would have a yearly output of 15 million pounds (about 7,000 metric tons) of nickel. Some 1,100 persons would be employed during construction, and total operating manpower requirements would be about 400 persons.

The matters requiring an agreement with the French Government, if the project is to be viable, include the definition of the mining domain, the establishment of a long-term fiscal regime, and the financial structure.

The INCO proposals were submitted at the suggestion of the French Government following the non-realization of the Cofimpac project, in which INCO was associated as a minority shareholder with a consortium of French interests. It is envisaged that, in the new project company, INCO would have a majority position, and it is hoped that there would also be participation by French and possibly other European interests.

The initial plant would represent the first phase of a three-phase project — the first lateritic project in New Caledonia — that could ultimately produce at least 220 million pounds (100,000 metric tons) of nickel annually. The progressive development of the phases leading to this capacity would have to take into account the general development of the nickel market and the orderly and realistic development of the New Caledonian economy. INCO, which would bear the greater part of the responsibility for the project, considers that the only way for the new venture to become truly economically satisfactory is to proceed beyond the first phase.

NEW "CHOPPER" FOR MILITARY

The Minister of Defence, Mr. Donald Macdonald, accepted the first of 74 new "air jeeps" for the armed forces on December 16 in a ceremony at Canadian Forces Base Uplands. The new aircraft, the *Kiowa* helicopter, is a military version of the Bell *Jet Ranger*, ordered for the armed forces land element to broaden operational mobility and flexibility.



The Kiowa in flight.

The capabilities of the *Kiowa* include observation, armed reconnaissance, medical evacuation, command and control, and target-acquisition and adjustment of fire.

The 74 *Kiowas* to be delivered during the next ten months, will replace an obsolete fleet of 44 small helicopters and fixed-wing aircraft. They include the CH-112 *Nomad* helicopter, and the L-19 and L-182 light observation aircraft.

The machines will cost \$23.7 million, including ground-support equipment, training courses, publications, spare engines and mission kits. The contract also includes spare parts, which can be supplied from U.S. military logistics sources in both North America and Europe. The U.S. Army has ordered 2,200 *Kiowas* on a multi-year procurement basis.

SOME TO EUROPE

Fourteen of the *Kiowas* will go to Canadian NATO elements in Europe, 18 will be used to train helicopter pilots at CFB Portage La Prairie, Manitoba, and the remainder will go to five Mobile Command squadrons and detachments across Canada, as well as on reserve.

The *Kiowa* is powered by a single turbine engine, has a three-hour endurance capability, a cruise speed of 110 knots and a range of 270 nautical miles. The payload is 727 pounds, excluding crew and fuel.

PROMISES TO FARMERS HONOURED

All commitments by the Federal Government under the Agricultural Stabilization Board to offset difficulties during the period when the United States 10 percent surtax was in effect will be honoured, according to Agriculture Minister H.A. (Bud) Olson.

"I am pleased that the surtax has been lifted," Mr. Olson said recently, "and I am hopeful that the Canadian agricultural industry will be able to boost exports as our competitive position improves."

The lifting of the surtax means that Canadian exports to the United States revert to the tariff levels in effect before August 14. "This is good news for producers of a number of commodities," Mr. Olson said. "In addition, the change in the relationships among currencies should improve the competitive position of Canadian agricultural exports in Europe and Japan."

"We expect the Canadian dollar will remain close to par with the United States dollar. That will mean that our competitive position will improve in the European Common Market and Japan. Our competitive position with United States products for these markets will, of course, remain the same," he added.

In the past few months, assistance programs have been offered for fowl slaughter, turkey meat purchases, potato price supports, apple promotion and blueberry deficiency payments.

"These commitments will be honoured," Mr. Olson declared.

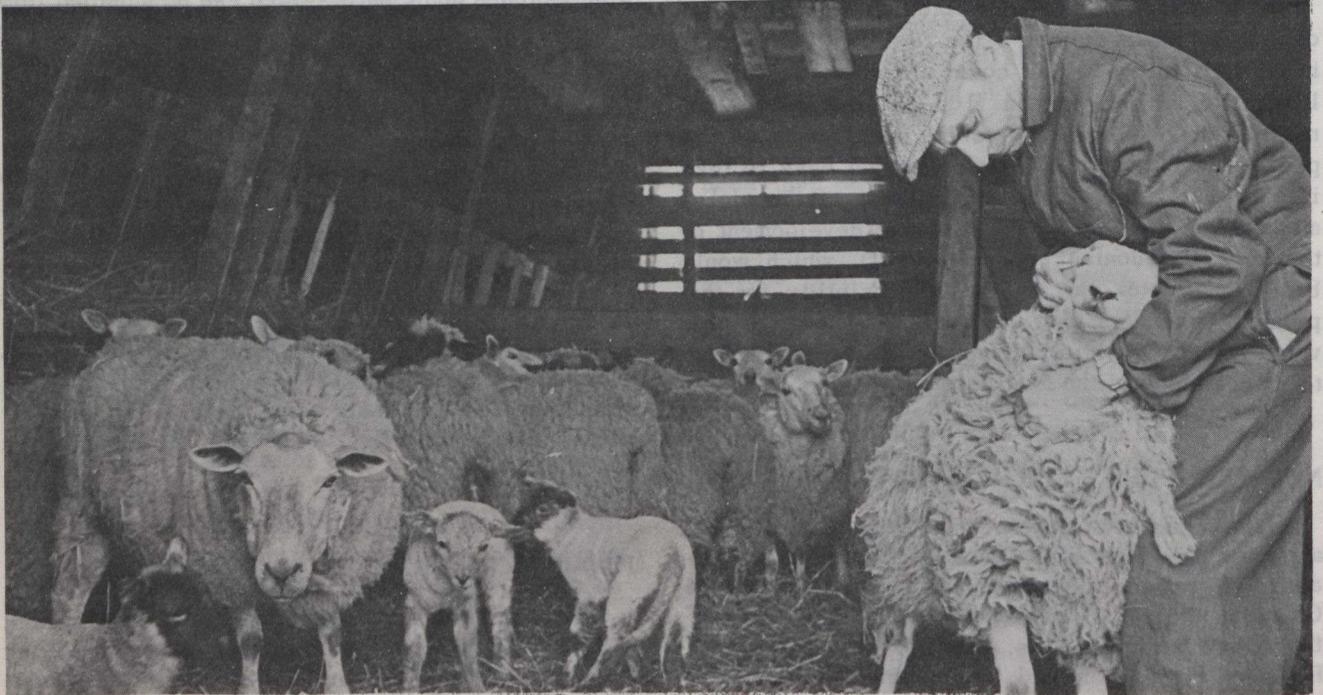
QUEBEC'S CERTIFIED SHEPHERD

Gonzague de Mauraige is the only certified shepherd in Quebec, where he has been tending flocks for 40 years. His profession becomes more and more important as sheep-raising expands in several regions as a result of increased industrialization of modern agriculture in Quebec.

Mr. de Mauraige is currently managing a pilot project in the Outaouais region, involving the tending of more than 2,000 sheep, divided into 50 pens. He wants to demonstrate sheep-raising as the basis of extensive exploitation in marginal agricultural zones, and the low cost of installations for this type of exploitation.

This professional shepherd was born in the South of France, studied his trade at the Rambouillet sheep-tending school, where he obtained a diploma. He

emigrated to Canada when he was 18 and, after spending some years in the West working with large flocks, he went to Quebec and bought a 300-acre farm in the Chicoutimi region, where he was able to raise sheep as well as cattle. Later, because his sons were not interested in farming Mr. de Mauraige sold the farm and returned to sheep-tending. He spent 13 years with experimental farming establishments in Normandin (Lake St. Jean) and La Pocatière (Kamouraska) looking after flocks. Besides tending some 20,000 head, he acted as adviser to stock-breeders in the Lower St. Lawrence-Gaspé regions. At La Pocatière, Mr. de Mauraige taught a complete course on how to succeed in sheep-raising and develop strength in small lambs. He also helped publish a magazine dealing with sheep-raising.



Mr. de Mauraige in one of the Outaouais sheep pens.



THE 'HORSE AND BUGGY AGE' STILL THRIVES

Horse-drawn vehicles are still a familiar sight in the Elmira district, centre of a flourishing Mennonite population, 15 miles northwest of Kitchener, Ontario.

Moreover, the carriage-building industry, which some years ago seemed to be dying, is now alive and well and expanding in the area. Situated within a ten-mile radius of Elmira are two buggy-building factories, five blacksmiths, six harness-makers, and a wheel-and-shaft manufacturer who sells his products from coast to coast and has a growing export trade with the United States.

GREATER DEMAND TODAY

According to Simeon B. Martin, owner of Rural Carriage Supplies, there is a larger demand for his goods than when he opened his shop in an old barn on Highway 86 eight years ago. He attributes the expansion of business to the traditional adherence to the buggy and carriage as a means of transportation by Old Order Mennonites and Amish — even among younger members, who want to have their own vehicles as soon as they marry.

Church rules and custom forbid them to drive cars or trucks, which are regarded as symbols of worldly living. Elmira and other villages in the area, which provide hitching posts, are thronged with buggies and carriages on market days. Another factor in the growth of the business is the increasing popularity of the buggy as a hobby. Farmers, and city-

dwellers with homes in the country, are eager buyers of rebuilt older buggies or custom-built new models.

Simeon Martin learned his trade from another Old Order Mennonite, Silas Martin, who with his 16-year-old son, Ishmael, operates the Homestead Carriage Works in nearby Heidelberg. Silas has been in business for more than 20 years. Simeon employs three men at his shop.

THREE MAIN TYPES

The main types of vehicle now used in the Elmira district are the buggy, the carriage and the democrat. The carriage and the democrat are both two-seaters; in the democrat the seats are adjustable and may be removed to haul grain or other produce or equipment, which makes it a handy, all-purpose wagon. All three are rectangular-shaped with square sides and exposed tops. Users prefer to brave the elements rather than cover in the top.

With the improvement in roads, carriages are generally drawn by just one horse instead of two as in the old days.

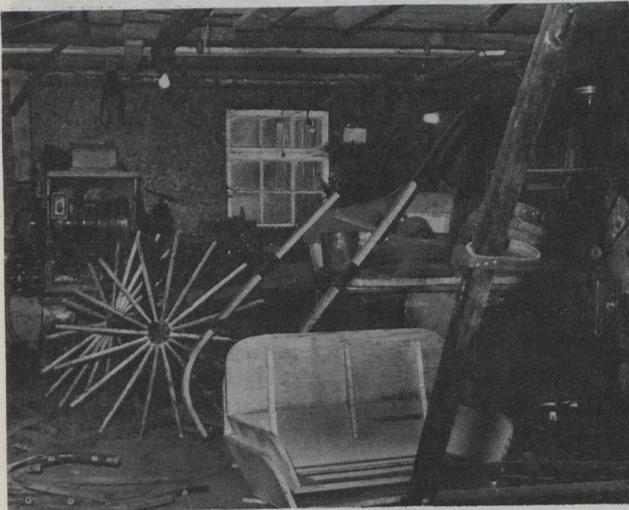
A new buggy retails at \$350 plus taxes, while a carriage or democrat costs up to \$500. Actually, "new" vehicles are not entirely new. Axles, springs, steps and some of the other hardware pieces are expensive to reproduce so the manufacturers use old parts from worn-out buggies and carriages. The rest of the ironwork is fashioned in the shop forge. The Martins also do their own upholstering and painting.

REPAIR WORK

Production averages roughly one new buggy or carriage a month. An order takes about three months to fill. Repair work keeps both shops fully occupied. A frisky young horse – generally a standardbred or crossbred – will occasionally kick over the traces, and put a hoof through the leather dashboard, causing damage to the vehicle.

Simeon and Silas Martin are believed to be the only two full-time buggy-makers now plying their trade in Canada. Further west in the Milverton and Millbank area in the Old Amish country, there are some shops, such as that operated by Solly Jantzi, that still do repair work for neighbours.

The fashioning of curved shafts, wheels and whippetrees is an intricate craft. These wearable parts cannot be replaced from old stock so the demand for them has spawned a new – or revived an old – industry in the district.



Because parts for the buggy are difficult to make and hardware pieces are expensive, parts from old vehicles are salvaged to be used in the "new" buggy.

MARKET IN THE U.S.

Beginning, as he says, with just one spoke eight years ago, Ivan Sauder has built up a mushrooming Bent Wood Specialties business near Conestoga. His customers include the two Martins, the Amish buggy-repairers to the west and Mennonite and Amish carriage-manufacturers in Pennsylvania, Indiana and Ohio. He also ships custom-made wheels, shafts, whippetrees and harness hames to all parts of Canada.

The American market now accounts for about three-quarters of the Sauder output and is growing. Two sons and a cousin help in the shop, which he said he opened at a time when no one else was making buggy parts.

The Sauder shop turns out almost 100 varieties of spoke and wheel and about 25 different kinds of hame. The main wood used in wheel-and-shaft making

is hickory, though some oak is used for wheels for heavy carriages. The wheels are rubber-rimmed.

Hickory is light but tough and easy to work with, Mr. Sauder says. Unlike the Martins, who buy most of their hickory for repair work locally, he imports his supply from the U.S.

Oak and ash are used for the buggy frames and basswood for the sides. The floors are made of five-ply plywood. The majority of this wood is purchased locally.

(Story and pictures from The Forest Scene, November-December 1971 issue.)

GEOGRAPHY OF CANADA'S INDUSTRY

A recently-published survey by Statistics Canada on the industrial and geographical pattern of manufacturing shipments within this country brings to light some interesting divergences, according to the Bank of Montreal in its December *Business Review*.

Although it was done for 1967 and its coverage is limited to the first destination of manufactured goods, the Bank feels that the study is broad enough to provide a good indication of the regional trade patterns within Canada. So far as trade data reflect the industrial and market structure of any market area, the survey provides in large measure a confirmation of what many observers have judged to be the situation.

For example, considering that over half of Canada's fishing industry is based in the Atlantic Provinces, and some 53 per cent of the country's agricultural output comes from the Prairies, it is not surprising that the food-products industry accounts for the largest proportion of both the Atlantic and Prairie provinces' total regional exports – 33 per cent and 60 per cent respectively.

SOME SURPRISES

The study did, however, produce some divergences that were greater than might have been expected. For instance, some 56 per cent of the "average" Canadian manufacturers' total sales were made in the local market, with shipments to other parts of Canada and abroad accounting for 28 per cent and 16 per cent respectively. But the percentage for the Prairie provinces of manufactured goods originating and being consumed within the local market area was over 70 per cent. This reflects the production and export activity that is focused on primary goods such as grains and petroleum, with the relatively small manufacturing sector being geared to serving local markets.

The Bank notes that the study also showed up a fairly marked regional divergence in the dependence on foreign markets for the sale of goods. While the national "average" was 16 per cent, the two coastal

regions were higher, with British Columbia at 36 per cent and the Atlantic coast at 26 per cent.

These exports, however, represent a relatively small proportion of Canada's total external sales of manufactured goods, by far the largest share originating in Quebec and Ontario.

It is these two provinces that play the lead roles in the pattern of trade within Canada. As a market, over 60 per cent of the Canadian population live there and they account for roughly 65 per cent of the total personal income generated in Canada. About 80 per cent of Canada's manufacturing activity takes place in the two central provinces.

Under these circumstances, it is understandable that Quebec and Ontario absorb 55 per cent and supply 86 per cent of all manufactured goods traded between regions. It is also interesting to note that they are each other's largest single market, with almost half of all inter-regional trade in manufactured goods moving between them.

The Bank concludes that the information contained in this survey "yields some new insights into regional manufacturing activity in Canada and, for the first time, provides a partial quantification of the trade relationships which represent the life blood of our nation".

MANPOWER TRAINING SUCCESS

Nearly 70 per cent of the men and women who completed a Canada Manpower training program in 1970 were fully employed within three to four months. "Given the rapid rise in the labour force relative to employment opportunities through 1970, these results demonstrate the very positive contribution that the Canada Manpower Training Program is making to higher productivity, employment and the income security of families in Canada," Mr. Otto Lang, Minister of Manpower and Immigration, said in announcing the results of a survey.

The report, which involved 125,713 persons who completed full-time courses in public institutions from January to December 1970, was tabled in the Commons last month.

The survey includes only those adult members of the labour force referred by Canada Manpower counsellors to full-time training in public vocational and technical training institutions. It does not include those whose training is paid for by the Department in private training institutions and by employers who have contracted with the Department for the training of their employees. Also excluded are apprentices taking the classroom portion of their training in public institutions.

Results of the CMTTP survey indicated that of the nearly 70 per cent now working, only 33 per cent of them had jobs before entering their courses. Their average pay increased by 13 per cent, or more than \$47 a month, as a result of their training.

Mr. Lang emphasized that about 60 per cent of the survey group in 1970 had pre-training earnings below the Economic Council poverty line, compared with about 24 per cent of all families and unattached individuals in the population as a whole. CMTTP has proved to be particularly important in alleviating poverty of female heads of families. Roughly 94 per cent of those who took training had pre-training incomes below recognized poverty lines.

Men increased their average earnings by \$44 a month and women by \$54 a month. For women, this represented a substantial increase over their pre-training earnings (27 per cent, compared to 12 per cent for men).

Some 345,000 persons were placed in training under the Canada Manpower Training Program in the 1970-71 fiscal year.

PROPOSALS TO REDUCE EXHAUST FUMES

Transport Minister Don Jamieson and Environment Minister Jack Davis recently made a joint announcement of proposed amendments to the Motor Vehicle Safety Regulations aimed at protecting public health by preventing further deterioration of the urban environment. The proposals involve more stringent requirements concerning emissions into the atmosphere from gasoline-powered motor vehicles to be manufactured commencing in 1973, 1975 and 1976.

Mr. Jamieson and Mr. Davis pointed out that motor vehicles had been responsible for some 90 per cent of the total man-made carbon monoxide, 60 per cent of the total hydrocarbons and nearly 50 per cent of the total nitrogen oxides emitted into the atmospheres of cities. Under the new proposals, existing regulations of the Motor Vehicle Safety Act would be amended to require, on January 1, 1973, a reduction of at least 25 per cent in the average nitrogen oxide emissions actually measured from current vehicles. By January 1, 1975, regulations would be amended to require a reduction of at least 90 per cent in the carbon monoxide and hydrocarbon emissions allowable under the Canadian standards of January 1, 1971. A further proposed amendment would require, on January 1, 1976, a reduction of at least 90 per cent from the average emissions of oxides of nitrogen actually measured during the first half of 1971.

The Ministers noted that all motor vehicles to which the proposed future emission standards were applicable must meet these requirements throughout their useful life. For enforcement purposes, the "useful life" would be considered to be 50,000 miles.

SOURCE OF CONTAMINANT EMISSIONS

Mr. Jamieson and Mr. Davis stated that carbon monoxide caused toxic effects at high concentrations by interfering with the oxygen transport in the blood supply. Hydrocarbons and nitrogen oxides, while toxic in large concentrations, also interacted in the

presence of sunlight to produce photochemical smog. The Ministers said that these contaminant emissions from gasoline-powered cars and trucks in urban areas had been increasing rapidly up to 1968. Owing to vehicle-design modifications and government regulations, the volume of emissions from all motor vehicles has declined since 1968, and this trend is likely to continue to 1980 because of the steady increase in the percentage of vehicles with emission-control systems and the scrapping of older uncontrolled vehicles. The Ministers stated that the proposed regulations for 1975 and 1976 would prevent the total vehicle emissions from again increasing with the growth of the vehicle population in the early 1980s.

The Ministers stated that the exhaust-emission proposals were being announced now to allow the motor vehicle and petroleum industries the needed lead time to intensify their research, production retooling and plan modifications to meet these objectives for 1973, 1975 and 1976.

The Ministers said that the proposed exhaust emission amendments had been submitted to the provincial ministers responsible for motor-vehicle administration and environmental affairs for their consideration.

ELECTRONIC SWITCHING PHONES

Aylmer, Quebec has become the first Canadian community to have its regular telephone service through the SP-1 (stored program) electronic switching system, the first of its kind, designed and developed in Canada. The computer-age system, designed by Bell-Northern Research and installed by Northern Electric Company Limited, is operated by Bell Canada.

Under the new system, calls are routed automatically to any location; conferences or executive meetings can be conducted by telephone; a third person can be added to the conversation; the subscriber can be informed while on the phone, that another caller is waiting; and one or two digits can be dialled in place of the usual seven or 11 digits for frequently-called numbers, etc.

"SP-1 electronic switching is our response to the computer-age demands of advanced technology for new and specialized forms of communications," R.C. Scrivener, Bell Canada president, said. "There will be a larger volume and greater variety of traffic on tomorrow's telecommunications network, and only electronic switching will be flexible enough to handle it efficiently and easily. That is why we have made a major investment in the development of electronic switching."

"The Aylmer project is an important milestone in the most ambitious design and development project ever undertaken jointly by Bell Canada, Northern Electric and Bell-Northern Research," Mr. Scrivener continued.

"We are proud of this unique Canadian achievement and we expect that systems of this type will be used by other North American communications organizations. During 1972, three SP-1 systems will go into service in the Calgary, Alberta, area - at Oakridge, Bowness and Forest Lawn."

"SP-1 is the first of an entire family of electronic switching systems being developed which will serve local and long distance switching needs as well as modern digital systems," Mr. Scrivener said.

SP-1 combines compactness, speed and economy with other capabilities required for computer communications. Its stored program is an adjustable memory which does away with the need for much "hard wiring" and makes various custom-tailored services possible.

Development work for the SP-1 began at the Bell-Northern Research (then Northern Electric) laboratories in Ottawa in 1963. The aim was to design switching systems to meet the specific needs of medium-sized communities.

With over ten million telephones currently in service across Canada, no reasonable number of manual switchboards or operators could possibly cope with the volume of traffic. By connecting all the telephones in a community to an automatic telephone switching office located in or near that community which, in turn, is part of a national or continental network, every telephone in the world would be accessible to any other, with minimum cost and equipment.

The Aylmer facility is designed to serve some 20,000 lines, under average traffic conditions, and to handle up to 36,000 calls an hour. Systems of this type will be installed in several Bell Canada switching centres during the next few years.

SECOND ENVIRONMENT CONFERENCE

The second International Parliamentary Conference on the Environment will be held in Vienna from June 27 to 29, 1972. It will follow the United Nations Conference on the Human Environment scheduled for Stockholm from June 5 to 16.

The purpose of the second conference is to permit parliamentarians from all continents to meet and review the recommendations of the Stockholm meeting.

The first International Parliamentary Conference on the Environment, held in Bonn from June 2 to 5, 1971, was attended by parliamentarians from 23 countries and all continents. Five Canadian Members of Parliament attended.

Recommendations of the Bonn conference were forwarded to governments and international organizations, as well as to the preparatory committee for the UN Conference on the Human Environment.