

Canada Weekly

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Montreal prepares for the 1976 Games of the XXI Olympiad, 1

Canada pleased with progress at Law of the Sea Conference, 3

Maglev high-speed propulsion system makes good progress, 4

Canada hosts world conference on lighthouses and navigation aids, 4

Mirabel airport opens in October, 4

Canada increases support to Commonwealth funds, 5

Interest in Latin America, 5

Federal grants for French-Canadian activities, 5

Sarnia-Montreal pipeline, 5

Plaque marks Ontario meteoric crater, 6

New council to help solve management/labour problems, 6

Avoidance of double taxation agreement with Belgium, 6

Montreal prepares for the 1976 Games of the XXI Olympiad

Recent disputes in the construction industry in Montreal, including work interruptions, raised questions about that city's ability to have all facilities for the Olympics completed in time for the Games of the XXI Olympiad, scheduled to begin July 17, 1976.

Jean Drapeau, Mayor of Montreal, and Roger Rousseau, Commissioner General for the 1976 Olympic Games, presented their regular progress report to the International Olympic Committee (IOC) during its plenary session in Lausanne, Switzerland, in May. A much more detailed report had been presented at the October plenary session in Vienna, Austria. Subsequent to the presentation in May the IOC issued a statement unanimously approving the latest report and declared its full support for the work of the Montreal organizing committee.

Olympic sports 1975
The International Competitions Montreal 1975 will bring together this summer

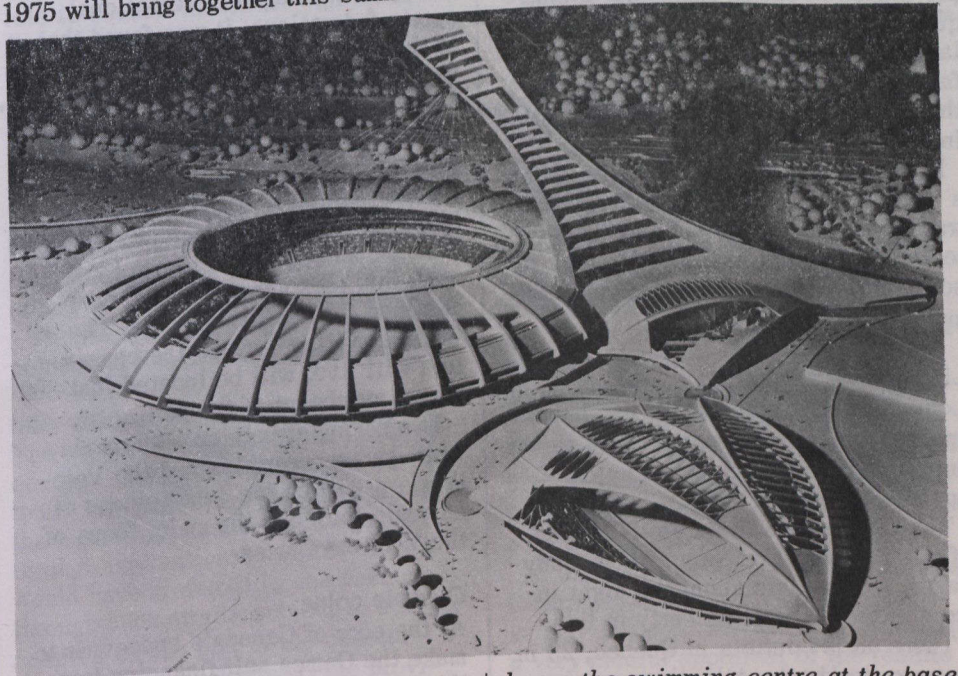
2,500 athletes from 60 countries in 20 of the 21 sports listed on the 1976 program.

Two of the competitions, rowing and modern pentathlon, will be junior world championships. Others will be invitation meets organized by the various national federations. Cycling is not included in this year's program, the international championships having been held in Montreal last year. And, in the swimming category, only water polo is listed for 1975.

The 1975 program will open with equestrian events and volleyball in June, and close with weightlifting in December. Most of the competitions will be held in July and August.

The 1976 Olympic Games
In 1976, from July 17 to August 1, thousands of athletes from more than 130 countries will converge on Canada to compete in the XXI Olympiad.

Initiated in Greece, the first recorded Games were held in 776 B.C. They were



Model of the Olympic Stadium, Tower and Velodrome (forefront), comprising the sports complex in Olympic Park. The Stadium, 320 metres long (984 feet), will seat 70,000 spectators for the '76 Games; the Tower, equivalent in height to a 50-storey building, will

house the swimming centre at the base, restaurants on the two upper floors and training areas.

The Velodrome, which will be used mainly for cycling events, will also accommodate other sports and social and cultural activities.

terminated in 394 A.D. but later revived, largely through the efforts of Baron Pierre de Coubertin of France in 1896. The first Olympiad of modern times took place in Athens; Canada has been represented at the Games since 1900, although without an official team until 1908.

The spirit of the Games is captured in the International Olympic Committee's motto *Citius-Altius-Fortius*, (Swifter-Higher-Stronger), and in the words which form the basis of the Olympic creed: "The important thing in the Olympic Games is not winning but taking part. The essential thing in life is not conquering but fighting well."

Although most of the 21 sporting events will take place in Montreal, Canada's largest city and site of Expo '67, some will be held in nearby areas and at Kingston, Ontario, where the yachting competitions will be held.

Logo and mascot

The logo features five interlaced rings crowned with the letter "M". The foundation depicts the Olympic spirit of universal brotherhood, while the "M" signifies the winners' podium symbolizing the glory of the winner and the spirit of a well contested victory.

The beaver mascot of the 1976 Olympic Games is called Amik, the Algonquian word for beaver. Algonquian, the language spoken by the Algonquin family of Indian tribes, is the base of the languages spoken by most Canadian Indians.

In addition to the sports there will be a Canadian cultural program featuring traditional categories such as architecture, literature, music, painting, sculpture, photography, sport, philately and performing arts.

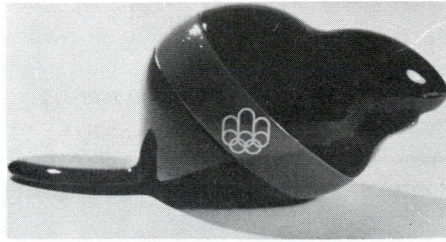
Line-ups for tickets

Long queues of prospective purchasers appeared outside Olympic Games ticket outlets across Canada when sales opened on May 5.

The outlets in Canada are 80 stores of the T. Eaton Company and, in many cases, enthusiasts spent the night in front of the doors to be early in line.

There are 37 outlets in Quebec, 23 in Ontario, ten in the Atlantic provinces and ten in western Canada.

Available to Canadians are 65 per cent of 4.5 million tickets or about



Amik, the beaver, is the official mascot of the 1976 Olympics.

3,055,000. And it was a matter of "first come first served" for the best tickets.

Owing to demand, tickets for the opening and closing ceremonies will be allotted by a drawing to take place later this summer. Prices range from \$2 to \$24 for a broad range of events, including all preliminaries, from \$8 to \$36 for track and field finals, and from \$8 to \$40 for the opening and closing ceremonies. Details of ticket distribution outside Canada will be known in the near future.

Revenue from ticket sales is estimated at \$14.5 million.

The Olympic Park

The Organizing Committee decided to hold the 1976 Olympic competitions in existing installations wherever possible. During the inventory of all available sites that conform to the requirements of the various international sports federations, it was found that of the total number of installations needed for the complete sports program, 80 per cent were already available.

From the start, Montreal focused on Maisonneuve Park as the principal site for the Games. Located about five kilometres from the downtown business district, and only 15 minutes by subway, this park seems to have been destined for its Olympic role. The Olympic Village, where the competitors will live, will be located just 800 metres northeast of the park.

Two daring structures – the main multi-purpose complex and the Velodrome – will be the centrepieces of Olympic Park and the major focus of the Montreal Games.

Olympic coins

At the core of Canada's endeavour to make the Games self-financing lies the Olympic coin program, established under the authority of the Postmaster General to administer the marketing, promotion and distribution of commemorative Olympic coinage in Canada and throughout the world.

Basically, the program aims at the sale of some two million specially-minted sets of 28 coins (seven series of four coins each) struck in honour of the first holding of the Olympics on Canadian soil.

In addition to their intrinsic and market value, the coins are miniature works of art in their own right, depicting the tradition of the Games themselves. There is, however, particular emphasis on the host city, Montreal, on Kingston, site of the yachting events and of course on Canada. Designs were submitted by Canadian artists from coast to coast and, for the sixth series, by an artist from abroad.

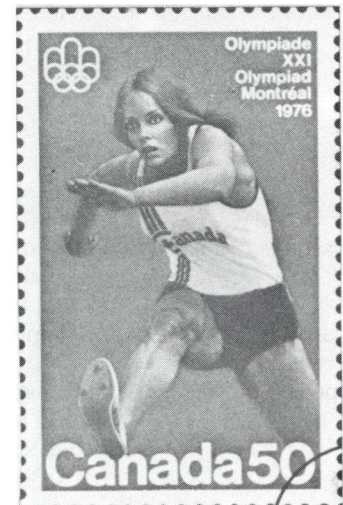
Organizers hope that profits from the sale of this coinage – estimated in the region of \$250 million – meet a major share of the costs of the Olympics, without additional federal, provincial or municipal government expenditures.

Although five other countries have struck and marketed coinage with the specific purpose of financing some parts of the event, over the past two decades, no other country has undertaken it on the international scale as has Canada.

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Olympic stamps

For the Games in Montreal 'firsts' follow one after the other. The Canadian Post Office is no exception. Canada, which has never issued stamps with a surcharge, set a precedent for the 1976 Games. By a special bill in 1973, the Canadian Parliament au-



One of three Olympic commemorative stamps issued on June 11.

Canada pleased with progress at Law of the Sea Conference

"The Canadian Government and I, and I think the other ministers who were present, are generally pleased with the progress made in attaining most of the objectives that the Canadian Government had set down at the Geneva session of the Law of the Sea," stated Secretary of External Affairs Allan J. MacEachen on May 22.

Mr. MacEachen, in a report to the Standing Committee on External Affairs and National Defence, stated that a "negotiating text", tabled on the last day of the conference, would be the basis from which delegates would work at the resumed session next year. His impressions of that document follow:

The text demonstrates the fact that there has now been sufficient development of new principles of international law to permit some radical departures from the pre-existing traditional principle of the Law of the Sea. On fisheries, the progress has been dramatic. Most countries have agreed on the new concept of the economic zone, which is neither territorial sea nor high seas, as the key to an accommodation between the interests of the coastal states on the one hand and the distant water-fishing states on the other.

Canada's position has always been that the economic zone must be exclusive in that a coastal state must have complete management rights over fisheries in the zone, coupled with the right to reserve to itself as much of the allowable catch as it has the capacity to take. At the same time, the economic zone must be a shared resource zone in the sense that the coastal state should allow other states to harvest stocks surplus to its needs under coastal-state control and regulation. There appears to be a basis of agreement emerging on just these principles.

Salmon fishing

Of particular importance to Canada is the inclusion of a provision in the negotiating text on anadromous salmon species whereby fishing for salmon would be confined to the economic zones only, except where this would create economic dislocation for a state other than the state of origin. The text clearly recognizes the primary interest and responsibility of the state of origin in the anadromous stocks.

This I think is a very important development because we had been fighting, so to speak, an uphill battle in promoting the interests of this species of fish, this anadromous species, and,

therefore, the fact that it has found its way into this text is of great importance to Canada.

Marine environment

The economic zone should, in Canada's view, also include coastal-state jurisdiction for the purpose of preserving the marine environment. Unfortunately, the negotiating text does not clearly accord to coastal states the rights to set national standards in the economic zone area, but only within the territorial sea, with respect to vessel discharges and operations. As to the enforcement of rules for the prevention of pollution from ships, the negotiating text does not go as far as we would have wanted in according a role to coastal states as well as to flag states. However, insofar as the rights to establish vessel construction, manning and equipment standards in Arctic waters are concerned, the language of the negotiating text makes it clear that the exercise of such rights is in no way contrary to the draft convention and that there is no restriction on such regulatory power in those areas.

That is another, I believe, important point from the Canadian point of view.

International transit passage

The single text has adopted the basic concept of transit passage, as advocated by the major maritime powers, as the regime applicable to navigation through international straits. Canada would have preferred to see passage through such straits subject to stricter controls on the part of the coastal states involved. However, the provisions define the straits as only those which are used for international navigation and exclude straits lying within the internal waters of a state. As Can-

ada's Northwest Passage is not used for international navigation and since Arctic waters are considered by Canada as being internal waters, the regime of transit does not apply to the Arctic and we are therefore able to continue to enact and enforce pollution-control regulations in that area.

Continental shelf revenue-sharing Canada's long-standing position that it exercises sovereign rights over the continental margin both within and beyond 200 miles is fully reflected in the negotiating text. At the same time we are conscious of the need to work out equitable arrangements with respect to those countries which either are landlocked or do not have a continental shelf.

Consequently, we are prepared to explore prior to and at the next session of the conference the possibility of financial contributions related to the resources of the continental shelf between 200 miles from shore and the seaward edge of the continental margin.

This idea is also reflected in the negotiating text. This, of course, has reference to the concept of revenue sharing that has been raised at the conference and at one stage the Canadian delegation was authorized by the Government to consider and explore this question of financial contributions.

More negotiations at next session

There are, of course, many other important issues referred to in the more than 300 draft articles in the negotiating text. In summary, however, I can say without hesitation that this round of work, or negotiations, in the conference has made great progress. We had hoped that it would be possible to make even further progress. While a unified text has been produced, which can provide an extremely useful basis for future negotiations, it has no legal status yet and will not of itself constitute the proposed convention. Considerable negotiation is still required.

In these circumstances...the Canadian Government, like many others represented at the conference, will be making a very careful appraisal of the results of the conference with a view to determining what further action should be taken to promote the future development of the international Law of the Sea....

Maglev high-speed propulsion system makes good progress

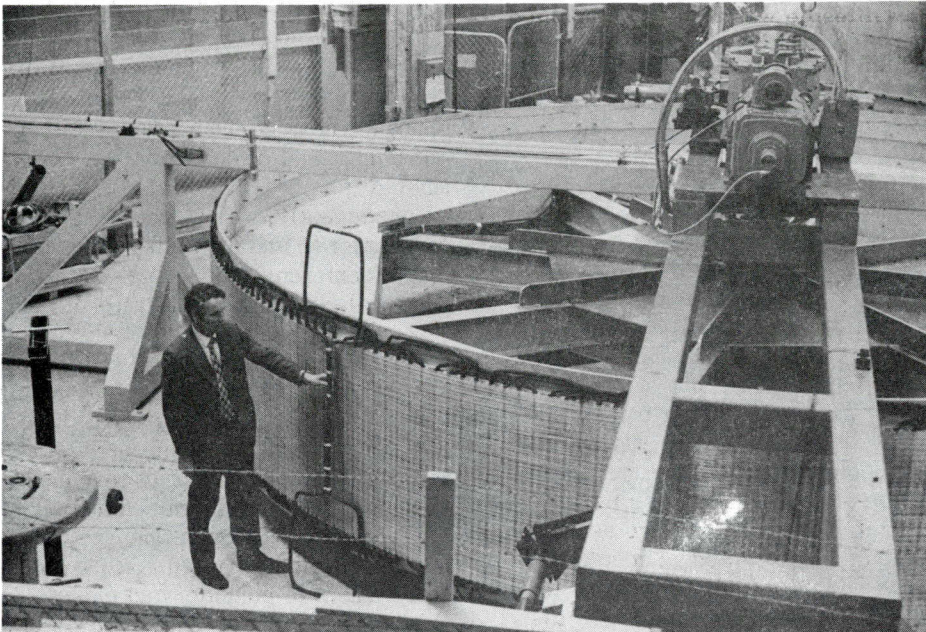
Encouraging results from intensive tests of the Canadian Maglev "superconducting linear synchronous" motor were received recently by a group of scientists and engineers at Queen's University, Kingston, Ontario.

This motor is a design version of one capable of propelling a 100-passenger vehicle along an elevated guide-way at speeds of 300 mph.

absolute zero so that the coils lose their electrical resistance and can be operated essentially without power requirements.

When in use, the electromagnetic coils interact with "energized loops" built into the guide-way, producing a travelling wave which thrusts the vehicle along.

The magnets also push the vehicle



Professor David Atherton stands beside the diameter wheel which is used in testing the "superconducting linear synchronous" motor now being carried

out by the Canadian Maglev Group at Queen's University, Kingston, Ontario. Not shown in the photo is the large stationary helium-cooled magnet.

Headed by Professor David Atherton of the Physics Department at Queen's, the Maglev group (Maglev-Magnetic Levitation) is an interdisciplinary team from Queen's, the University of Toronto and McGill University, Montreal. It is administered by the Canadian Institute of Guided Ground Transport at Queen's and supported by the National Research Council and the Transportation Development Agency.

Other groups developing similar motors for high-speed transit are located in Britain, the United States and West Germany.

How it works

The motor incorporates high-strength electromagnets which are mounted on the underside of the Maglev vehicle. These are cooled by helium to almost

several inches above the guide-way thereby freeing the vehicle of any contact with the surface. The thrust is then controlled by high-power semiconductor circuits.

At the Queen's test-site the Maglev system has been inverted for the convenience of experimenting. A full-scale stationary superconducting magnet interacts with guide-way coils mounted around the perimeter of a 25-foot diameter wheel.

According to Professor Atherton, this large-scale test was the first in the world and is encouraging. It indicates few problems with the starting-up process of the motor.

He says that, "while there is considerable refinement and further testing still to be done, our group's results already indicate that the supercon-

Canada hosts world conference on lighthouses and navigation aids

The Ministry of Transport will host the ninth International Conference on Lighthouses and Other Aids to Navigation in Ottawa, from August 3 to 15.

More than 300 delegates from approximately 50 countries will meet at the Government Conference Centre in Ottawa during the two-week period to discuss and exchange information concerning the world-wide development of marine aids to navigation. The Paris-based International Association of Lighthouses Authorities (IALA) groups organizations and services is responsible for the maintenance of lighthouses and other aids to marine navigation.

The Association meets every five years; this will be the organization's first conference in Canada.

Mirabel airport opens in October

Transport Minister Jean Marchand has announced that the new Montreal International Airport (Mirabel) will open October 4, and international commercial flights will begin operating from the new airport on October 26.

On that date, 19 domestic and foreign air carriers will be using the largest aviation facility in the world and by the time the Olympics begin next year in Canada, this will probably be increased.

Scheduled as a four-day event between October 2 to 5, the official opening ceremonies have been designed to allow maximum participation by all levels of government, the aviation industry and the public at large.

The facilities scheduled for dedication on October 4 are designed to handle the transfer of international and charter flight traffic from Dorval Airport. The October 26 transfer of international traffic from Dorval to Mirabel coincides with the change from summer to winter airline schedules.

ducting linear synchronous motor appears to be the most suitable propulsion system for high-speed intercity transit and its special advantages promise other future large-scale applications".

Canada increases support to Commonwealth funds

Prime Minister Pierre Elliott Trudeau announced on May 6 that Canada would increase its pledge to the Commonwealth Fund for Technical Co-operation (CFTC) by \$1 million to \$4 million for 1975-1976.

Mr. Trudeau made the announcement at the Executive Committee session of the Commonwealth Heads of Government Conference in Jamaica, stressing that the CFTC was proving to be one of the most useful forms of Commonwealth co-operation. He stated that it symbolized in practical terms the very nature and spirit of the Commonwealth.

Canada's contributions have more than doubled each year from \$350,000 in 1971-72. The \$1-million addition to the ceiling is based on a formula whereby Canada contributes \$2 for every dollar contributed by developing countries of the Commonwealth.

At present, Canada is contributing about 15 per cent of the current budget of £350,000.



Trinidad Guardian

On his way to the Commonwealth Heads of Government meeting in Jamaica (April 29 to May 6), where he announced increased support for the Commonwealth Fund for Technical Co-operation and for the Commonwealth Foundation, Canada's Prime Minister, Pierre Elliott Trudeau, visited the Commonwealth Caribbean countries of Trinidad and Tobago, Barbados and Guyana. Mr. Trudeau is greeted by Sir Ellis Clarke (right), Governor General of Trinidad and Tobago, on whom he paid a courtesy call shortly after his arrival in Trinidad.

Interest in Latin America

Greater participation by Canadian companies in Latin-American development projects was sought by Industry, Trade and Commerce Minister Alastair Gillespie at the sixteenth annual meeting of the Inter-American Development Bank in Santo Domingo, Dominican Republic, May 19 to 21, according to a news release issued before the Canadian delegation's departure from Ottawa.

Mr. Gillespie was to be accompanied by some 25 Canadian businessmen, mainly from the banking and engineering sectors at the meeting, which was expected to attract more than 1,000 representatives from the 24 member countries, including Canada. Twenty non-member countries and a number of international organizations would also be represented. Activities of the past year and the Bank's policies and priorities for the current year were on the agenda.

Canada joined the Bank in 1972 and has since contributed \$293 million in Ordinary Capital Resources (\$40 million paid in) and \$72 million in concessional funds to the regional development bank for further development in Latin American and Caribbean countries.

Mr. Gillespie said that the attendance of Canadian businessmen as special guests should lead to greater interest by Canadian companies in Bank projects. He said that Canada had made a significant contribution to the Bank but so far Canadians had not participated in projects on a comparable basis.

Federal grants for French-Canadian activities

Secretary of State J. Hugh Faulkner, who met with representatives of l'Association canadienne d'éducation de langue française (ACELF), in Quebec City, on May 20, announced federal grants totalling \$80,000 for three projects presented to his Department by this national organization.

The first is for the organization of a "French-Canadian Biennale" with participation by French-speaking delegates from outside the province of Quebec. The meeting, to be held in

Chicoutimi, Quebec, from August 10 to 17, 1975, will draw hundreds of participants from across the country to discuss the state of "la francophonie" in Canada. An amount of \$50,000 has been authorized for this project.

Another grant of \$10,000 will cover part of the costs incurred by the activities of a co-ordination committee grouping representatives of ten francophone provincial organizations and ACELF. This grant is renewed for the third consecutive year.

The Secretary of State also indicated to ACELF directors that their organization would receive \$20,000 to operate its Information and Documentation Centre. Since 1969, the Department of the Secretary of State has contributed a total of \$120,000 for the continued activities of this centre.

Sarnia-Montreal pipeline

The National Energy Board recently announced that it had authorized Interprovincial Pipe Line Limited (IPL) to start construction of a 520-mile oil pipeline between Sarnia, Ontario and Montreal, Quebec.

Construction of this major pipeline extension is to be completed for the 1976-77 winter season at a cost of some \$185 million. Initial capacity of the line will be in excess of 300,000 barrels a day and could exceed 600,000 with the addition of horsepower.

IPL's immediate plans are to transport enough oil from western Canada to meet Ontario requirements, plus 250,000 barrels a day to Montreal. The pipeline will be connected to the system which now extends from Edmonton, Alberta, through Manitoba and south of the Great Lakes to Ontario.

While the extension is being built to provide consumers in eastern Ontario and western Quebec with access to more secure domestic supplies of oil, the line will be designed so as to allow oil to flow in the reverse direction should the need arise.

Public hearings on the pipeline proposal were held by the National Energy Board over a period of a year, in three separate sessions from May 1974 to April 1975. The majority of representations at the hearings were concerned with the environment, routing and land use, all aspects of which are covered

in a report to be made public soon.

The Board's certificate, allowing construction of the line, is issued on the condition that IPL will comply with the undertakings it has expressed concerning environmental and land use matters. The Board will inspect the line during and after construction to ensure that engineering and environmental requirements have been met.

Plaque marks Ontario meteoric crater

On April 19, a historical plaque marking the Holleford Crater was unveiled near the Fred Babcock farm about three miles from Hartington, Ontario, and some 25 miles from Kingston.

This plaque is one of a series that are being set up throughout the province by the Historical and Museums Branch of the Ministry of Culture and Recreation, acting on the advice of the Ontario Heritage Foundation.

The ceremony was arranged and sponsored by the Department of Geological Sciences of Queen's University and the Earth Physics Branch of the federal Department of Energy, Mines and Resources.

Geological background

The systematic study of meteorite craters in Canada began with the investigations in 1950-51 by Dr. V.B. Meen of the Royal Ontario Museum of what is now called the "New Quebec" Crater. The crater, located in the Ungava region of the Province of Quebec, had originally been called after a Whitby prospector, Fred Chubb. Studies showed that this feature, two miles in diameter, was due to meteorite impact.

Shortly after the studies of the Ungava crater were published, aerial photo-

graphs of Algonquin Park, Ontario, revealed the Brent Crater. Encouraged by these findings, geologists undertook in 1955 a search of aerial photographs of the Canadian Shield.

One important result was the discovery of the Holleford Crater by Dr. C.S. Beals, then with the Earth Physics Branch. He was assisted by Mr. G.M. Ferguson and Miss A. Landau. Subsequent geological and geophysical investigations of the area revealed that the depression, one-and-a-quarter miles in diameter, in Precambrian crystalline rocks, was filled in by Palaeozoic sediments.

The village of Holleford lies partly within the circumference of the crater. Evidence concerning the minimum age of the crater has been derived from geological reports of its sediments. It has been concluded that the impact occurred some 500 million years ago and that, after an initial period as a lake, the area was covered by a Palaeozoic sea.

New council to help solve management/labour problems

Labour Minister John Munro announced recently that he and his officials had met with leaders of labour and industry to discuss the formation of an advisory body on ways and means of achieving industrial peace. Among those attending the meeting, which took place at the end of May, were Joe Morris, President of the Canadian Labour Congress, and William Wightman, Secretary of the Canadian Employers' Committee of the International Labour Organization and Director of Labour Relations for the Canadian Manufacturers' Association.

The advisory body, known provisionally as the Canada Labour Relations Council, will consist of representatives of organized labour, management and the federal Department of Labour. It will seek to develop procedures by which labour and management may better reconcile their differences through the collective bargaining process.

Mr. Munro said: "We hope the Council will be able to temper the adversary aspect of collective bargaining and develop ways of reducing the frequency and length of work stoppages."

Avoidance of double taxation agreement with Belgium

Canada and Belgium signed on May 29 a Convention for the Avoidance of Double Taxation and the Settlement of Other Matters with Respect to Taxes on Income.

The text, which is similar to the draft Double Taxation Convention prepared by the Organization for Economic Cooperation and Development (OECD), can be divided into six parts: Scope; Definitions; Taxation of Income; Elimination of Double Taxation; Special Provisions; and Final Provisions.

In the case of dividends, branch profits and interests paid to non-residents, a general rate of withholding tax of 15 per cent will apply and in the case of royalties, a general rate of 10 per cent. The Convention also provides for a limited number of exceptions in the case of branch profits, interests, and royalties.

Montreal prepares for the 1976 Olympics (Continued from P. 2)

thorized the issue of such stamps, with profits going entirely to the Organizing Committee of the 1976 Olympic Games (COJO).

The first series was issued in April 1974. Three stamps of 8+2, 10+5, and 15+5 cents, printed on backgrounds of gold, silver and bronze, commemorate the Olympic medals. The second and third series of semi-postals (water sports and action sports) are being issued this year.

The Post Office also took several other attractive initiatives: cases of stamps, Olympic albums, and gold, silver and bronze reproductions of the Games stamps. The Montreal Games are also commemorated in several issues of Olympic stamps without surcharge.

Benefit to Olympic committees abroad
Three per cent of the revenue from the face value of the coins sold in other countries and an equal percentage of the revenue from the sale of stamps internationally is being returned to the various national Olympic committees abroad.

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