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Canada's giant transporters improve productivity in forestry industry

She looks odd to start with: barge-like with a high foc'sle superstructure, a high after deck, two 36-tonne cranes starboard side fore and aft, and amidships, more than 9 000 tonnes of logs.

What happens over the next 30 minutes or so is even odder and, at first glance, alarming. She settles a bit and then starts to develop a list to port. The list reaches more than 20 degrees. She keeps going over slowly.

At 30 degrees or so, the mass of logs lets go with a muffled roar. Giant bundles of logs splash into the water, sending a small tidal wave rushing to shore. Relieved of her burden, the *Haida Brave* kicks back and bobs in the cloud of spray and bark. Slowly she settles back on an even keel.

For seven years, MacMillan Bloedel has been using these self-propelled, self-dumping log transporters to move timber from cutting operations to its mills on the British Columbia coast. In 1975, the *Haida Monarch* started moving logs from the Queen Charlotte Islands on an 800-kilometre deep sea route to mills on the southern British Columbia coast. Three

years later, the *Haida Brave* began operations on the west coast of Vancouver Island, carrying timber to Port Alberni.

Other forestry companies rely on self-dumping barges provided by towboat companies, such as Seaspan or Rivtow Straits, to move their harvest to mills. The self-dumping ships and barges, a Canadian innovation, have greatly helped the coastal forestry industry.

Logs lost

Not long ago, tugboats towed all logs through coastal waters in large flat booms. For longer trips, across open seas, logs were piled and chained together to form giant Davis Rafts. Many valuable logs were lost, either sinking or breaking free to become hazards to navigation. Often for days or weeks poor weather delayed tows across open waters. Even the huge Davis Rafts were broken up in heavy seas. MacMillan Bloedel estimates that the salt alone from water-soaked logs was costing them up to \$30 million a year in equipment damage and maintenance.

At first, old ships' hulls, that could bear the massive weights, were converted



Bringing home the timber — the *Haida Brave* being listed to one side to dump its cargo.



External Affairs
Canada

Affaires extérieures
Canada

to barges. But they had to be loaded by shore-based cranes. The next evolutionary step came in 1954 with the introduction of self-dumping barges. But these barges still had to be loaded by shore cranes. In 1961 the cranes and barges were combined; loading was simplified and deep sea tugs were able to move timber to mills faster and at less risk.

World's first

The inevitable step came in 1975 when the *Haida Monarch*, the world's first self-propelled, self-loading, self-dumping log ship, went into service on the British Columbia coast. By eliminating the tow line and adding engines and a bow thruster, the hybrid vessel gained speed and manoeuvrability. It could move with ease in the small coastal bays used for long storage and loading. Another economic advantage over tug and barge operations was even less time lost due to weather as even tugs and tows are delayed by fierce winter storms pounding the Pacific coast. Even more improvements in the design and concept came with the launching of the *Haida Brave* by Burrard-Yarrows in 1978.

Logs are brought down to the tide line for sorting. There they are grouped according to size, quality and species; bundled with steel bands; and are ticketed for delivery to the mill that is best suited to process the logs for the greatest economic return. The bundles then are hoisted aboard the carriers by the cranes.

On board the *Haida Brave*, the crane operators sit 15 metres above the cargo deck, controlling 30.5-metre booms.



Log boom is towed by tugboat — the old-fashioned way.

Since the bases of the cranes are only 49 metres apart, *Haida Brave* crane operators must co-ordinate their movements to avoid mid-air collisions between 36-tonne log bundles. The pre-bundled logs are deposited in a staggered formation on deck. It can take five to six hours to load the *Haida Brave*. When the crane operators are finished, the load can measure 104 metres long, 29 metres wide and 15 metres high.

Swinging the massive long bundles aboard, the scurrying about of two dozer boats, carried by the *Haida Brave*, and shoving the bundles into position for a hoist on board is hectic, but the log carriers' most dramatic moments come at the other end of its coastal voyage — the dump.

Principle is simple

The self-dumping operation is based on simple principles. After the carrier is secured and positioned fore and aft by tugs, ballast tanks along both sides of the hull are partially flooded to lower the centre of gravity and settle the carrier deeper in the water. This extra ballast also reduces the tendency of the carrier to jump sideways when the load starts to slip.

Water is then transferred from starboard to port tanks, causing a list to port. The list will gradually increase until the log bundles slide off under their own weight. When the load is dumped, water is pumped back into the starboard tanks to put the carrier back on an even keel. Unlike the barges, the self-propelled carriers take on additional water ballast to keep their propellers submerged. This ballast is, of course, pumped out when the carrier begins her next loading operation.

Self-propelled barges have required some unusual modifications for their special job. Engine beds and custom fittings enable the vessels to reach a 40-degree list without putting any undue strain on engines or other gear on board. As the crew's quarters are in the foc'sle arrangement and the engine room right aft, a 107-metre tunnel runs under the cargo decks of the *Haida Brave*. The tunnel also provides access to the cranes atop their pedestals.

With just two self-propelled carriers, MacMillan Bloedel, through a subsidiary, Kingcome Navigation, can manage all of its coastal log barging needs. The *Haida Monarch* and *Haida Brave* are manned by crews of 13-15, and are regulated as vessels.



Dozer boats shove logs into bundles.

Rivtow Straits, a major towboat company, looked at adding a self-propelled carrier to its two self-dumping barges. Citing ease of maintenance and less stringent government regulations, the company chose to build an \$18-million self-dumping barge and a \$6-million tug. Building a new barge was also more economical than modernizing some of the older barges available.

The 122-metre barge is equipped with 45-tonne cranes and has a log carrying capacity of 13 608 tonnes. The new barge, which went into service last fall, also carries its own dozer boats. Special care has gone into the design and construction of the barge so it will withstand the bruising job of log transportation with lower maintenance costs. Thicker steel plating has been used in such critical areas as the log deck and additional supports have been built into the hull.

The advantages of self-dumping carriers are obvious along the British Columbia coast where logs must be moved to sawmills over long distances of storm-tossed ocean.

Logs are an expensive commodity. Logging companies cannot afford to lose them or have them damaged. Today's self-dumping carriers deliver the goods — with kid gloves. Well, as gently as 30- and 40-tonne bundles of logs can be handled.

(Article by Stephen Rybak in *Transportation*, 82, spring.)

Automotive plant planned

The federal government, the Ontario government, Chrysler Canada Limited and Perkins Engines Limited of Britain have signed an agreement which will increase investments by Chrysler in Canada and create Canada's first automotive diesel engine plant in Windsor, Ontario.

This new agreement is part of a restructuring of the February 1981 agreement with Chrysler Canada in which the federal government provided for up to \$200 million in loan insurance to the company to support investments by Chrysler in Canada.

In announcing the terms of the new agreement, Minister of Industry, Trade and Commerce and Regional Economic Expansion Herb Gray said that "we now have an agreement that will put Canada into the world forefront of light-engine diesel technology and provide more employment and investment than the previous agreement".

Total investment increased

Under the new agreement, Chrysler Canada will increase its total new investment in Canada from the \$681 million in the original agreement to \$821 million between 1980-1986. The major adjustments to the agreement include: an increase of \$147 million in the T115 van/wagon project; \$161 million for the diesel engine project; \$43 million to continue production in the Windsor van plant; removal of the \$138 million originally for the K-car; and a reduction of \$73 million related to cost savings in operations. In addition, an investment commitment of \$64 million for the diesel engine project has been made for the period beyond 1986 until 1994.

While Chrysler will not produce a K-car variant in the Windsor plant, the company will continue to produce rear-wheel drive vans and wagons in Windsor as the only North American production facility rather than moving production to the United States as projected in their February 1981 operating plan.

The total investment for the diesel engine project is \$367 million made up of the \$161 million Chrysler investment from 1980 to 1986, the \$64 million from 1987 to 1994, \$125 million for existing assets contributed by Chrysler, \$13 million for prior research and development from Chrysler, and \$4 million for prior research and development from Perkins.

For its part in assisting Chrysler to manufacture the engines in Windsor, the federal government has agreed to make \$12 million available in repayable contributions. The Ontario government will participate by contributing \$33 million in loan guarantees and a \$10 million interest-free loan to support the diesel venture.

The diesel engines will be assembled in Chrysler's Windsor plant which opened in 1965 to produce gasoline engines. Approximately two-thirds of the finished engines will be used to supply Chrysler's in-house needs for diesel-powered passenger cars and light trucks and the rest will be distributed through the worldwide marketing channels of Perkins Engines Limited to a wide variety of customers in the industrial, marine, construction, agricultural, automotive and other fields.

The contribution by Perkins Engines, a world leader in diesel engine technology, will give them a 3 per cent equity in the venture. Perkins Engines will play an important role in the ongoing research and development and in the marketing and

distribution of the engines, other than those directly used by Chrysler, through its more than 2 000 dealers and distributors in over 100 countries.

The planned production capacity of the plant is for 240 000 engines per year, with initial production to commence in 1984 for a six-cylinder engine and with four-cylinder versions to be manufactured in 1985.

Increased research and development

A key aspect of the diesel project will be Canadian participation in the research and development activity associated with the engine.

The Canadian operation will receive a world-wide mandate to produce the engine and its derivatives.

An \$11-million engine research and development centre will also be established at the Windsor plant where activity will be centred on further product development, including eventually a "second generation" engine using sophisticated electronic sensing and computer control of fuel injection processes to run on a wide variety of fuels.

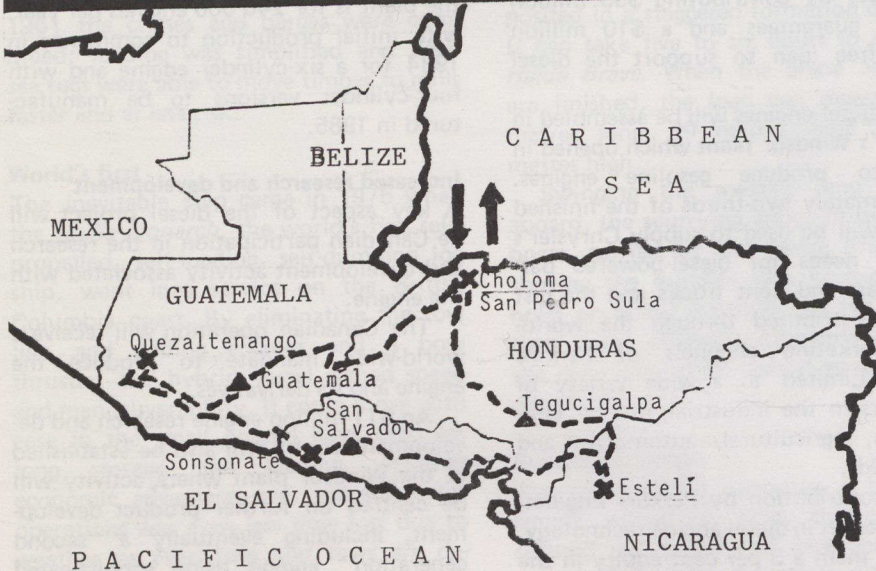
Canada-Thailand initial agreement on prison sentences



William Outerbridge, Chairman of the National Parole Board (right) and Sathit Sathirathaya, Director-General of the legal and treaty division of Thailand's Ministry of External Affairs shake hands following the initialling of an agreement in Ottawa for co-operation in the execution of penal sentences.

Canadian tours Central America by bicycle

CENTRAL AMERICA 200 mi



Map shows Paul Loofs' route of his cycle tour of Central America.

Greater Canadian interest in Latin America is evidenced not only by government activity, but also on a personal level, for instance by the rising number of Canadian foster parents for needy youngsters in that region. One such parent — Paul Loofs, 53, a civil servant in Ottawa — recently visited his foster children in Central America by bicycle, by all accounts the first time that has been done.

Paul, who has three solo round-the-world journeys by VW Beetle to his credit, had also travelled the length of South America some years ago and visited his first foster child in Nicaragua as a Year-of-the-Child project. Meanwhile he had acquired two more children, in Guatemala and El Salvador, but gave up his car. Thus came the idea of a combined plane and bicycle trip to visit all three children and to see some projects along the way not easily accessible otherwise.

Timing his trip for after the elections there and before the rainy season, he used his holidays this year to fly to San Pedro Sula in Northern Honduras, taking his three-speed touring bike with him, equipped with saddlebags, a bedroll and two water bottles. His mission involved SOS Children's Villages (supported by Horizons of Cobourg, Ontario) in Honduras, Nicaragua, El Salvador and Guatemala, including visits to offices of Horizons of Friendship (formerly the Help Honduras Foundation), which had been arranged by letter beforehand. He

had to cover 2 400 kilometres overland in these four Central American countries in 22 days to catch his return flight — a demanding itinerary in a mountainous and tropical region beset by troubles.

He was almost defeated more than once by heat (up to 40 degrees Celsius) and steep grades, forcing him to walk his bike a total of some 150 kilometres. But thanks to some lifts he was able to recoup the lost time and make it back to San Pedro on schedule — sunburnt, weary, 10



The Canadian flag, almost faded by the sun, is still visible. Paul takes a breather in the hot, parched remote border region between Guatemala and Honduras. He used a self-timer for this photo.

per cent lighter, but happy with "mission accomplished".

Paul, no stranger to tropical hazards and Third World poverty, is anxious to express his admiration for the people in Central America who, despite chronic hardships and natural disasters, manage to carry on and even make progress, while retaining their dignity and hospitality. He says that, while guerrilla wars and political strife dominate the (sometimes exaggerated) news, the fact that life goes on and people cope, goes unreported, as do the efforts of local governments: illiteracy is reduced, construction goes on and necessities of life are available. He camped out most nights and lived on local produce, meeting a number of small farmers and shopkeepers — and dozens of children. Wherever he went people were impressed, particularly at the borders and checkpoints, not to mention in the Children's Villages, including his foster children: Marisol, 10; Silvia, 14; and Verónica, 15. So were his own daughters — Karen, 19 and Brigit, 21 — when they met their dad back in Ottawa.

In Paul's own words: "With the help of the Lord above and some good people on earth, my mission was accomplished: I had covered some 2 400 kilometres in Central America overland, visited eight SOS Villages and projects in four countries on my bicycle, and all on next to nothing camping outside and living on local produce. But the important point was that I did meet my foster children and spent some time with them, seeing



Outside Holy Trinity Church, Sonsonate, headquarters of El Salvador's SOS Villages, Paul Loofs is flanked by Father Flavian (right) and Don Salvador, a director of the Sonsonate Children's Village.

for myself how well they are coming along; I also met the local officials personally, gaining some insight into the work of SOS International there; and last but not least I got another firsthand view of that part of Central America, meeting lots of ordinary people in the process, the way few travellers (or reporters) do these days.

Above all, I was left with the satisfaction of knowing that HORIZON and SOS Kinderdorf do a tremendous job, well deserving continued or increasing support."

Trade group gets funding

The federal government will help simplify trade procedures to Canadian industry through a \$1.6-million contribution to the Canadian Organization for the Simplification of Trade Procedures (COSTPRO), Trade Minister Ed Lumley has announced.

The \$1.6 million will be provided to the organization by the Department of External Affairs over a two-year period. In addition, the responsibility for COSTPRO, set up by the federal government in 1972, is being transferred to the private sector under the aegis of the Canadian Export Association. COSTPRO was established to remove impediments in the form of information and procedural requirements in trade and transport.

COSTPRO showed that document preparation costs Canadians millions of dollars every year and causes unnecessary delays in 10-15 per cent of all shipments.

In addition, it was determined that reducing total transaction time by one day could result in savings of \$10 million a year on invested capital. To alleviate these problems the federal government in 1975 set up a secretariat and provided research funds for COSTPRO. Later that year the organization became a not-for-profit corporation of federal and provincial governments, associations and private companies with a voluntary board of directors and executive committee.

Since that time, COSTPRO's achievements have included: a standardized "one-write" export documentation system which saves companies up to 50 per cent in documentation preparation costs; trade message protocols for electronic data exchange; user performance specifications for computer/communications devices; and communications network specifications. Through collaboration with potential users, COSTPRO also researched and developed the hardware and software technology for a low-cost computer/communications device to enable the automated creation, filling, communication, and printing of trade forms and data. Users have indicated savings of 30 per cent in addition to those savings received from implementing COSTPRO's standardized forms.

Conservation of scallops promoted

The Canadian and United States governments have agreed to a number of regulations to conserve the stock of scallops on Georges Bank on the east coast between the two countries.

Both countries agreed that better conservation methods must be put into practice if scallop stocks on Georges Bank are to be rebuilt.

"This is the first serious step," said Canadian Fisheries and Oceans Minister Roméo LeBlanc, "toward co-operation between the two countries in the east coast fisheries since extension of the fisheries jurisdiction".

Understandings reached include provision for implementation by both countries of a "40-meat per pound" rule. Canada, which has had the 40-meat per pound regulation and other scallop management regulations for many years, has agreed to continue it, and to phase in strict enforcement. The United States plan went into effect on May 15, 1982.

"We're naturally very pleased that the United States has adopted regulations to conserve this stock," said Mr. LeBlanc.

"This is an important step in saving the very lucrative scallop fishery."

Canada exports more than 80 per cent of its scallop catch to the United States and sold 10 454 tonnes with a value of close to \$100 million to that country in 1981.

A Canadian scallop export certification program will also be implemented in which every shipment of scallops for export from Canada will be accompanied by a Canadian government certificate indicating that the scallops were caught subject to Canadian laws and regulations.

The boundary dispute on Georges Bank between the two countries has been referred to the International Court of Justice at the Hague, with a decision expected by 1984.

Former head of intelligence receives new appointment

Sir William Stephenson has been appointed the first colonel commandant of the intelligence branch of the Canadian Armed Forces and will act as an adviser to the National Defence Headquarters staff on matters of significance to the branch as well as a liaison between regular and intelligence units.

The position of colonel commandant of a branch is an honorary appointment granted to a retired senior officer. The three-year appointment of Sir William, announced by the Chief of Defence Staff, General Ramsey Withers begins on October 1.

Sir William, who is now 86, was born in Winnipeg and began serving in the First World War with the Royal Canadian Engineers. He later joined the Royal Flying Corps and became an ace with 27 victories to his credit and was awarded both the Military Cross and the Distinguished Flying Cross.

During the Second World War he became the personal representative of Prime Minister Winston Churchill to the British Security Co-ordination Committee. Code-named "Intrepid", he headed British intelligence efforts, including the training of agents at Camp X near Oshawa, Ontario. He is now retired and living in Bermuda.

The Canadian Forces Intelligence Branch has been part of the Security Branch since 1970, but will be reconstituted as a separate branch on October 29, the fortieth anniversary of the formation of the Canadian Intelligence Corps.

Peanuts a commercial crop in Canada thanks to harvester



Agriculture Canada

The new harvester digs up nuts while they are still moist.

The state of Georgia in the United States may soon have a rival for its reputation as a leading producer of peanuts thanks to a new harvesting method developed by Agriculture Canada and the Ontario Ministry of Agriculture and Food.

Peanuts have a long growing season and, consequently until a few years ago,

the crop could not be grown in Canada. Under Agriculture Canada's new crop development fund, however, a program was undertaken by the University of Guelph at Agriculture Canada's Delhi, Ontario Research Station in the mid-1970s to select and improve peanut varieties for growth in southern Ontario.

Women advance in the Canadian military

The number of women in the Canadian military has increased substantially since March of 1951 when the government authorized the enrolment of women in the Royal Canadian Air Force.

Today, women personnel comprise 8.2 per cent of the total effective strength of the forces, an increase of almost 5 per cent since 1975. In 1953, some 3 000 women personnel served in 28 various occupations in the Forces; now 6 749 women work in 89 trades and officer classifications, ranging from aerospace engineering and personnel administration to vehicle technicians and military police.

Women's role expanded

In 1971, recommendations made by the Royal Commission on the Status of Women in Canada led to the acceptance of no limitations on the employment of women in the Forces, other than within primary combat roles, employment at remote locations and seagoing service.

Since then continuing review and evaluation has led to increased involvement by women and during the past year the trial employment of service women in

non-traditional roles and environments has continued with the aim of assessing the effect on operational capability of employing women in near-combat roles.

During the air trials, three aircrew occupations were opened to women — pilot, navigator and flight engineer. Five women pilots graduated in 1981, and commenced duties with transport and search and rescue squadrons and flight training schools.

In the sea trials, another 11 women continue their 20-month tour of duty, including service at sea and ashore, with the fleet diving support ship HMCS *Cormorant*.

In the near-combat employment trials, women are deployed to the field with an army service battalion and a field ambulance in Germany.

In addition, a fourth rotation of women continues its six-month tour of duty, equal to that of men, at Canada's most remote Arctic military station.

Regular Force women are joined by some 4 153 women who serve in the Naval and Air Reserves and the Militia.

All that remained to make peanuts a truly Canadian commercial crop was to design a harvester adapted to Canada's climate and growing conditions. Work done by the University of Guelph and at the Delhi station led to the development of a prototype harvester and Agriculture Canada's Engineering and Statistical Research Institute helped build a commercial model.

Blades run underneath roots

The harvester's blades run beneath the roots of the plant to loosen the soil, while a pick-up belt grabs the plant stem. With the root and peanuts hanging under the pick-up belt, the plants pass through strippers that knock-off the pods which fall onto conveyor carrying them to a drying hopper.

"The key to our harvester is that it picks up the peanuts more gently and in less time than the conventional American harvesters. They dig up the plants completely, invert them, and spread them on the ground to dry," said Peter White, a researcher at the Delhi station. Since the Canadian machine can harvest the nuts when they are still moist and fragile, they do not have to be left to dry on the ground where they may be damaged by frost, added White. "With the new peanut varieties and harvester, it is possible that Canadian peanut butter manufacturers will soon have a steadier supply of peanuts," he said.

At present, Canada imports more than \$60-million worth annually and that's not peanuts.

New firm set up for marine exploration

German and Milne of Montreal, a leading naval architect and marine engineering firm and Seaforth Maritime, a Scottish offshore services and ocean contracting company, have formed a new company, Seagem Incorporated, to carry out work on marine projects in Canada.

Seagem has been set up in Calgary and the company is currently working on two contracts related to the study of offshore supply vessel design and operation for Canadian Arctic waters.

In addition, the company has already established a partnership with Federal Commerce and Navigation of Montreal for the operation of ships in Canadian waters and has four of its fleet of tug anchor handling supply vessels working offshore eastern Canada.

News of the arts

Stratford Festival celebrates anniversary season

Ten plays, including five by William Shakespeare, as well as a number of concerts, films and speakers, are being presented at the Stratford Festival in Stratford, Ontario. The festival, celebrating its thirtieth anniversary, opened in June and will close October 23.

The festival's artistic director John Hirsch said that "it is a season of variety and substance through which we will be able to celebrate the festival's thirtieth anniversary with great pride and joy".



Marie Baron plays the role of Yum-Yum in *The Mikado*.

Presentations in the Festival Theatre, the largest of the three theatres, include Shakespeare's *Julius Caesar*, *The Tempest* and *The Merry Wives of Windsor*, all of which opened in June. George Bernard Shaw's *Arms and the Man* joined the repertory in August.

Strong view of a decadent society

Julius Caesar, directed by Derek Goldby, opened the festival with a forceful and direct depiction of political, social and moral order in disintegration. James Bradford appears in the role of Caesar while Len Cariou portrays Brutus and a young Canadian actor R.H. Thomson portrays Antony.

In *The Merry Wives of Windsor*, Pat Galloway and Susan Wright appear as the wives with Douglas Campbell as Sir John Falstaff. Opulent designs and special effects were created by Desmond Heeley for *The Tempest*, which is directed by John Hirsch and stars Len Cariou as Prospero and Sharry Flett as Miranda.

In September two special productions of *The Tempest* are being presented with sign language interpreters for the hearing-impaired.

Arms and the Man, a comedy which takes aim at and effectively shatters romantic illusions surrounding war and marriage is being directed by the festival's former artistic director Michael Langhan. The cast includes Brian Bedford, Douglas Campbell, Helen Carey, Len Cariou, Carole Shelly and Susan Wright.

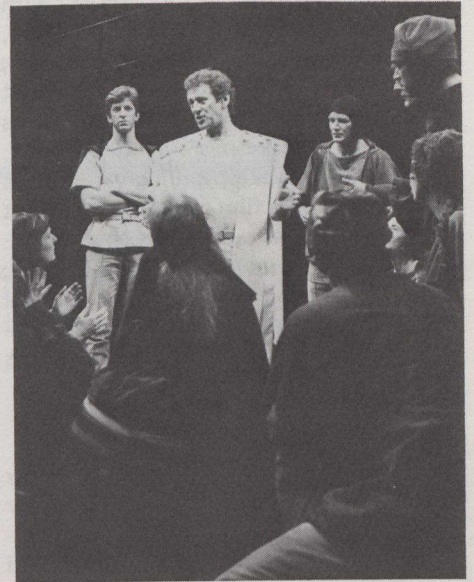
Gilbert and Sullivan's Victorian view of Japan is depicted in *The Mikado* which opened in the Avon Theatre on June 7, with direction by Brian Macdonald, musical direction by Berthold Carriere, designs by Susan Benson and Douglas McLean and lighting by Michael J. Whitfield. Marie Baron appears as Yum-Yum and Eric Donkin as Ko-Ko, the Lord High Executioner.

Translations, Brian Friel's play about Ireland in 1833 received its North American premiere on July 17 in the Avon Theatre where it played until September 4. Guy Sprung directed and Sharry Flett, Lewis Gordon, Miles Potter and Kate Trotter appeared in the production.

Also being presented in the Avon Theatre are Friedrich Schiller's *Mary Stuart*, which recounts the final days of Mary Queen of Scots, and Noel Coward's *Blithe Spirit*, a comedy about a beleaguered husband with two wives, one living



A scene from *The Tempest*. Left to right: Miles Potter as Caliban, Ian Deakin as Ariel and Len Cariou as Prospero.



Scene from *Julius Caesar*. Left to right: R.H. Thomson and Len Cariou with members of the company.

and one an irrepressible ghost. Margot Dionne appears as Mary, and Pat Galloway as Elizabeth I in *Mary Stuart* while Brian Bedford stars as Charles Condomine with Tammy Grimes and Carole Shelley in *Blithe Spirit*.

New acting company formed

The Shakespeare 3 Company, a new acting company comprising 16 actors, appeared for the first time at the festival from July 16 until September 5, with two presentations at the Third Stage. Under the supervision of Kristin Linklater, the company presented two plays, *A Midsummer Night's Dream* and *All's Well that Ends Well*, focusing on text and language rather than costumes and sets.

Another innovation at the festival this year was the Virtuoso Performance series with Nicholas Pennell appearing alone in *A Variable Passion*, Lewis Gordon alone in *Damien* and Len Cariou and the Primavera Quartet in a *A Musical Theatre Piece*. Irene Worth also appeared in a special one-woman show *Letters of Love and Affection* in a single performance on June 21.

A series of concerts were also presented at the Stratford Festival during the summer months offering a wide variety of jazz and popular music and including such celebrities as singer Kris Kristofferson and Canadian pianist Oscar Peterson.

In addition, a wide range of activities to provide theatregoers spending a few days in Stratford with a more complete artistic and educational experience were offered during July and August: a Sunday

Robert C. Fagsdale photos

morning celebrity lecture series with theatrical figures such as Northrop Frye, Hugh MacLennan, Samuel Schoenbaum, Arthur Miller and Sam Cohn talking about Shakespeare and theatre in general; a film series, "Shakespeare at the Movies", with some of Shakespeare's greatest plays in 12 memorable film adaptations; a meet the festival series with guest speakers involved in all sectors of the festival; Sunday morning tours of the Festival Theatre; and post-performance discussions following the evening performances every Tuesday and Thursday.

Special exhibitions

Two exhibitions were also mounted for the festival: *Leslie Hurry: A Painter for the Stage*, a memorial exhibition of paintings, designs, photographs, costumes and properties commemorating Hurry's contributions to the art of stage design; and *Stratford: The First Thirty Years*, a special display to celebrate the festival's anniversary. The Leslie Hurry exhibition

will tour extensively in Canada, the United States and England after the festival.

In order to provide national exposure of its productions through both television and radio, the Stratford Festival signed a three-year contract with the Canadian Broadcasting Company (CBC). *The Tempest* and *The Mikado* have been scheduled for television this year and *Mary Stuart* has been selected for a CBC radio version. *The Mikado* will also be taken on tour to Ottawa where it will be presented at the National Arts Centre in November.

Visitors to the Stratford Festival this year were also able to attend the Stratford Summer Music Festival which was in its second season. The varied music program ranged from a fourteenth-century medieval biblical opera and classical performers like Elly Ameling and Louis Quilico to the twentieth-century popular music by George Gershwin, Dizzy Gillespie and Moe Koffman.

News briefs

The Brazilian government has selected Spar Aerospace Limited, Toronto, as "first option" for negotiations on the provision of two satellites and related ground systems. The program is valued at more than \$125 million (U.S.) and is scheduled for completion in three years. The government received two proposals, one from the Spar/Hughes group and one from the consortium composed of Aero spatiale (French) and Ford Aerospace.

B.C. Coal has concluded negotiations with four Brazilian steel companies to supply 3.325-million tonnes of metallurgical coal over the next seven years. The announcement was made in Vitoria, Brazil, where B.C. Coal signed a contract with one of the four companies, Companhia Siderúrgica de Tubarao.

The world's largest "wordmark" was installed recently on the largest level-luffing crane in Canada at the Esquimalt Graving Dock. The wordmark, at 6 metres long and 1.7 metres deep can be seen from several kilometres out at sea. The crane towers 76 metres over the dock which is operated by Public Works Canada. It can lift 150 tonnes at 35 metres and 100 tonnes at 55 metres. The crane, built to Public Works' specifications by Krupps of Canada, is electrically operated and runs on a 14-metre gauge railway. It travels some 490 metres, about the length of five Canadian football fields.

The second Canadian Conference on Day Care, co-sponsored by the Canadian Council on Social Development and Health and Welfare Canada, will be held



Adam Cybanski dons his roller skates, helmet and bright yellow jacket to help control traffic in a construction-clogged area in downtown Ottawa. The 18-year-old university mathematics student, is the capital's first "infoparker" and helps direct motorists to available parking spaces in the area.

in Winnipeg, September 23-25. The conference follows a call from people directly involved in the field of day care such as parents, workers, policy makers or advocates, who want the opportunity to discuss the state of day care in Canada.

Minister of State for Mines Judy Erola has announced details of the establishment of the Cape Breton Coal Mining Research Laboratory at Sydney, Nova Scotia. Creation of a safety-oriented mining research facility was recommended by the Elfstrom Commission report on the 1979 Glace Bay mine explosion that took 12 lives. The laboratory will develop, in conjunction with the internal programs of the Cape Breton Development Corporation (CBDC), safe and efficient mining techniques for specific mine locations.

Amendments to the Export Development Act that will extend the capacity of the Export Development Corporation (EDC) to support Canadian exporters were tabled in the House of Commons recently by Minister of Trade Ed Lumley. The amendments are proposed to maintain the capacity of EDC to continue providing services for Canadian exporters and to enhance the corporation's ability to respond to the needs of exporters in a flexible and efficient manner.

A \$200-a-week stock clerk from the Philippines became the biggest winner in the history of Canadian lotteries recently after claiming a \$1.6-million jackpot from Quebec's 649 draw. Armando Bragado, 28, said he was "still in shock" after banking his windfall. Bragado and his wife, Eppie, both emigrated from the Philippines in the early 1970s and met in Canada. They have two sons aged four and ten months. Quebec lottery officials said the previous high jackpot in Canada was about \$1.3 million.

Wayne Cuddington, The Citizen

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