

# Canada Weekly

Ottawa  
Canada

Volume 10, No. 25  
June 23, 1982

**Gala opening marks special anniversary for the Rideau Canal, 1**

**Northern Telecom plans expansion in Canada and abroad, 4**

**Prime Minister meets with Spanish parliamentary delegation, 4**

**Canadian tennis tour, 4**

**Aid to five countries, 5**

**New, faster hovercraft developed for the North, 5**

**Souvenir stamps mark Canada 82 International Philatelic Youth Exhibition, 6**

**Taber bones updated, 6**

**Killam awards announced, 6**

**News of the arts — exhibition, records, dance, 7**

**News briefs, 8**

## Gala opening marks special anniversary for the Rideau Canal

Hundreds of activities are being staged this year in honour of the one-hundred-and-fiftieth anniversary of the Rideau Canal, which stretches from Ottawa to Kingston, Ontario.

The 198-kilometre waterway was first constructed as a defensive safeguard then became a beehive of commercial activity as it changed slowly into a main transportation route.

The Rideau Canal is the longest such waterway in Canada and is a popular route for pleasure craft, power boats, yachts and canoes. There are 47 locks along the canal length with a normal draught of 1.67 metres. Over 20 towns and villages are dotted along the banks of the historic body of water, between the cities of Ottawa and Kingston.

More than 300 events have been planned to celebrate the canal's birthday during the year in Ottawa, Kingston and the smaller surrounding communities such as Perth, Smiths Falls and Rideau Ferry. The communities will recall the past with picnics, boat shows, flotillas, races on land and water, sports tournaments, concerts, heritage exhibits and festivals of all kinds.

The annual opening of the Rideau Canal took place on May 23 during Ottawa's Festival of Spring. In honour of this special occasion more than 165 gaily decorated boats sailed through the canal in Ottawa. Governor General Edward Schreyer was one of the participants in the parade aboard the antique steamer *Phoebe*.

Following the parade, a water show called, the Rideau Canal 150 Aqualude, took place on Dow's Lake which is situated alongside the canal. The show included a remote-control powerboat demonstration, water ski displays, historical exhibits and other entertainment.

A major part of the year-long celebration is the ceremonial re-enactment of the voyage from Kingston to Bytown (now Ottawa) made by Colonel John By, the canal's builder. The original trip was made to officially open the waterway in 1832. Towns and villages have planned festivities when the refurbished *Phoebe* makes its stops along the water route.

In July, a flotilla of more than 40 vintage steamboats from across Canada and the United States will travel the waterway from Kingston to Ottawa.



More than 165 boats took part in the canal's gala opening.



External Affairs  
Canada

Affaires extérieures  
Canada



The steamship Phoebe, which will travel the route of the Rideau Canal this summer, leads the flotilla at the Rideau Canal opening in Ottawa.

The editor of the *Register of North American Steamboats*, Harcourt Hervey of California, said the flotilla would be the largest congregation of steam launches ever held in the world.

"The flotilla has caught the imagination of all steamboat owners across North America," said the flotilla's organizer Jack Telgmann of Kingston.

#### Coastguard provides fuel

The steamers making the city-to-city excursion will average 12 metres in length. Parks Canada is sponsoring the event and the Canadian Coastguard will provide a barge stocked with hardwood to fuel the steamers. Several boats are decorated in



One of the festive boats in the flotilla.

the style of the mid-1800s when steamboats were at the peak of their commercial popularity.

One of the boats in the flotilla will be the *Sue Ann* from the National Museum of Science and Technology in Ottawa. The *Sue Ann* was built in about 1885 and was restored in 1975. Another steamer, *Geraldine*, built in Bala, Ontario in 1886 will travel on a truck from Florida to be part of the flotilla.

Travelling at a speed of eight kilometres an hour, the steamboats will have the right of way over other boats in the canal. Because of the danger of gas vapours igniting, steam and gas engines cannot pass through the locks together.

Some of the other events planned for this year are:

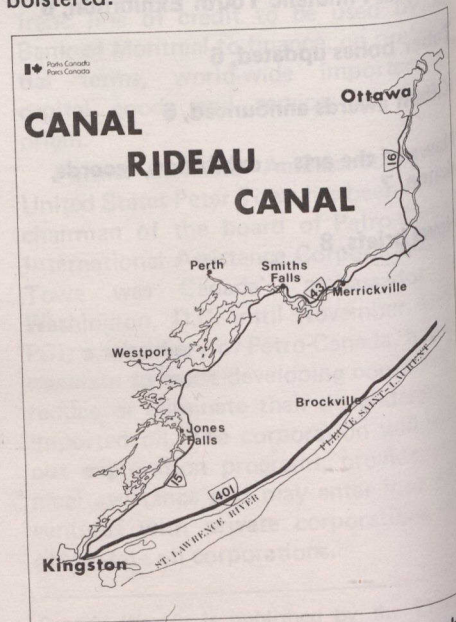
- the Bytown Museum in Ottawa is mounting a special exhibit called *Colonel By the Man — The Engineer*. Staff will dress in 1831 period costumes;
- Parks Canada is sponsoring a floating exhibit that will visit Rideau communities until September 5;
- the Public Archives of Canada in Ottawa is presenting an exhibition, entitled *From War to Winterlude — 150 Years on the Rideau Canal*;
- a relay footrace is being held along the canal from Ottawa to Kingston;
- three plays: *Rideau Café*, *The Historic Rideau Canal* and *The Youngest Canal Man* — will be staged at various locations during the summer; and
- an antique boat show will be held in Rideau Ferry in August. More than 100 antique boats and 19 gold cup boats from across North America will be on display.

In addition, as a memento of the canal's anniversary, Parks Canada is distributing to visitors silver souvenir passports containing sketches of Rideau Canal scenes and a space for each canal lock station's stamp.

#### Built for defence

For increasing numbers of people, the Rideau Canal has become an exciting historic waterway, but a scenic waterway was far from the minds of the men who built it, 150 years ago. The defence of British North America was the driving force that took them from what is today Canada's capital — Ottawa — through the wilderness to Lake Ontario.

In the War of 1812, the defenders of British North America came perilously close to defeat by the invaders from the United States. The colony was saved only by the disorganization of the American forces. British strategists realized they would not be able to rely on this situation in the future, and it was decided that the defences of the colony had to be bolstered.



One of the main problems in the defence of British North America was the difficulty of provisioning the military in Upper Canada — now Ontario. The most direct supply route was the St. Lawrence River, but a series of rapids between Montreal and Lake Ontario made it an expensive and difficult journey. Even worse, from Cornwall west to Lake Ontario the river formed the international boundary, and was easily swept by gunfire from the American shore. A safe by-pass was needed.

Surveys after the war indicated that the most practical alternative would be to

Kenji Nagai

Kenji Nagai

follow the voyageur route up the Ottawa River from Montreal to the mouth of the Rideau River, then turn south along an old Indian canoe route, the Rideau River, the Rideau Lakes and the Cataraqui River to the Royal Navy base on Lake Ontario at Kingston. Work began on the Ottawa River locks in 1819, but soon afterwards postwar retrenchment stalled plans for completion of the waterway.

The Duke of Wellington strongly advocated the Rideau Canal as an adequate defence system for British North America.

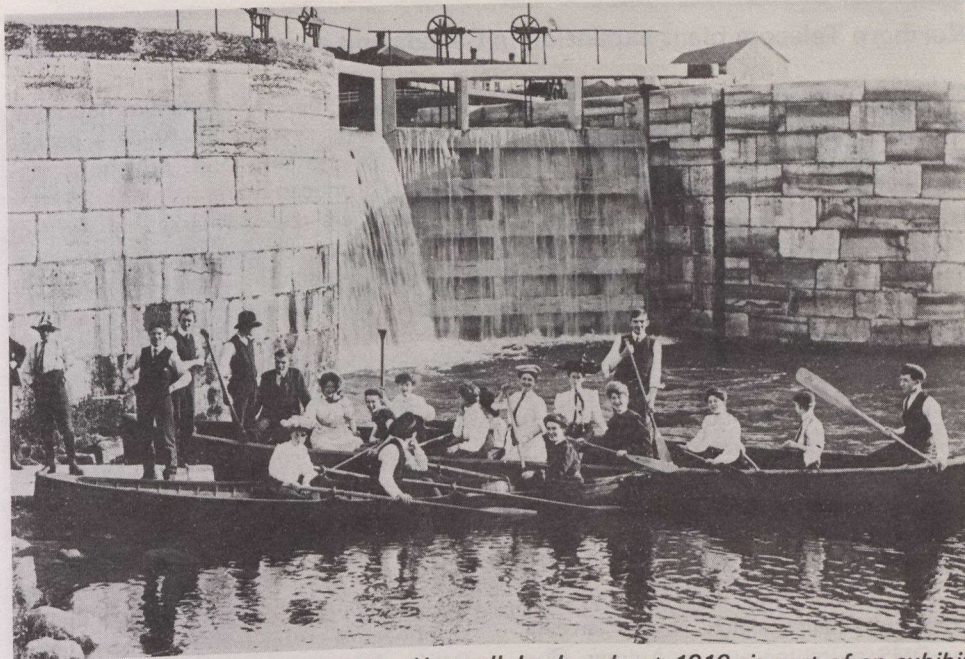
In 1826, Lieutenant-Colonel John By of the Royal Engineers was sent to the wilderness of Upper Canada to build the waterway connecting Upper and Lower Canada. Arriving at the mouth of the Rideau River, he found only three small settlements in the area: Hull was on the far side of the Ottawa River, and Perth and Richmond were both some distance inland from the Rideau River. Since none of these was convenient, he set up his headquarters near the junction of the two rivers, across the Ottawa River from Hull. This settlement, called Bytown, formed the nucleus of what is now Canada's capital, Ottawa.

The Rideau Canal had originally been planned as a small barge canal. Colonel By immediately advocated a system of much larger locks. He finally persuaded his superiors to authorize a minimum size of 40.5 metres long and 10 metres wide, with a 1.67-metre draft — large enough to accommodate the new steamboats which were beginning to appear on the Great Lakes.

Work actually began on taming the wilderness rivers in 1827. The over-all design involved a series of dams and associated locks which turned the rivers into a procession of placid levels. Because the scheme utilized the natural watercourse wherever feasible, and so reduced the need for artificial channels, it cut the cost considerably by avoiding the expense of extensive excavations. Throughout the whole system, land acquisition proved of minor consequence due to the sparse population, although later litigation erupted over disputed land evaluations.

Colonel By and a small contingent of Royal Engineer officers designed the Rideau Canal and supervised the project. The actual construction work was let out to private individuals on a contract basis. Most of the locks and dams were built of stone quarried on site, and the necessary iron fixtures were forged by local blacksmiths.

The labourers who dug the lock pits,



*A photograph of canoers near the Hartwell Locks, about 1910, is part of an exhibit presented by the Public Archives in Ottawa in honour of the waterway's anniversary.*

hailed the stones, and built the dams and locks were drawn from two main sources. Many came from the only major centre of population in the country, the French-Canadian settlements of Lower Canada. Still others were recruited from the boatloads of immigrants — mostly from Ireland — who were beginning to arrive in ever-increasing numbers at Montreal and Quebec. New recruitment was always needed to replace workers who had moved on, and labourers who had died of malarial fevers contracted in swamps along the way.

From its official opening in 1832 until the 1950s, the Rideau was a busy com-



*In winter the Rideau Canal becomes the world's longest skating rink.*

mercial artery for the whole country. Although barges and steamboats could navigate the direct route down the rapids of the St. Lawrence River from Lake Ontario to Montreal, the return trip was impossible. The Ottawa and Rideau system was the only way to reach the Great Lakes from the east, in spite of undersized locks on the Ottawa River, which hindered full use of the system.

In 1849 the last of the deep water canals around the rapids in the St. Lawrence was completed, and commercial shippers were quick to switch to that more direct route. Because the threat of war with the United States had never materialized, and had almost disappeared by mid-century, the Rideau Canal system had lost the military significance for which it had been designed. Accordingly, Britain transferred the Ottawa and Rideau system to the colonial government.

The Rideau Canal's heyday as a busy national highway had ended. However, the region it passed through remained ill-served by roads and railways until after the First World War, and the Rideau continued to serve as an important local transportation system.

After the First World War commercial traffic disappeared almost entirely from the Rideau. The only factor which saved the system from abandonment during the Depression was the cost of either taking it apart or rebuilding the structures for water control purposes. The Rideau Canal was no longer of any value in military

*(Continued on P. 8)*

## Northern Telecom plans expansion in Canada and abroad

Northern Telecom, Canada's largest manufacturer of telecommunications equipment, will increase its research and development investment almost 27 per cent this year.

The company expects to spend \$230 million on research and development in 1982, while its capital expenditures will be increased 22 per cent to \$255 million.

Major areas of research and development will include enhanced capabilities for the DMS (digital multiplex switching) family of digital switching and transmission systems, the SL family of digital business communications systems, electronic office systems and transmission products.

Capital spending will include plant expansions near Raleigh, North Carolina, for DMS switching and in Aylmer, Quebec for transmission systems, the completion of new plants near Dallas for network systems, in Calgary for business products, in Winnipeg for transmission systems and in Saskatoon for optical systems.

Northern Telecom will also expand its plant in Galway, Republic of Ireland, to meet the demand in Europe and other

markets for the SL-1 digital business communications system, SL-10 data packet switching systems and telephone apparatus produced there.

Funds are also earmarked to start up or increase production for such products as the Displayphone integrated voice and data terminal and other new electronic office systems products, the DMS-250 switching system, the SL-100 digital business communications system, Vantage 12 key telephone system and the PLC-1 private line concentrator.

### New facility opens

Recently, the company's U.S. subsidiary, Northern Telecom Incorporated opened a \$23-million (U.S.) semiconductor components group facility in San Diego, California.

The plant produces most of the company's large scale custom-designed electronic chips for use in Northern Telecom's business communications systems and telephone switching systems. The capacity for the new facility is about 500 000 semiconductor devices a month and employment is expected to be approximately 220 persons by the end

of this year.

In California, Northern Telecom has a major research and development facility in Mountain View and an SL-1 manufacturing plant in Santa Clara.

The company has also announced a number of agreements to supply equipment to U.S. organizations:

— a \$9-million (U.S.) contract to outfit the California-based Crocker National Bank with its SL-1 digital business communications system. The system, along with Northern Telecom's electronic switched network, will provide convenient network access, improved transmission performance, administrative data and reduced communications costs;

— a \$4-million (U.S.) contract with the University of Texas for the company's new SL-100 digital business system. The SL-100 system being provided to the university will be equipped with nearly 1 000 trunks and about 8 500 telephone lines; and

— a \$37-million (U.S.) agreement with MCI Communications Corporation, which operates the largest non-Bell long distance network in the United States. Northern Telecom will supply MCI with its new RD-4 digital radio equipment to expand the capacities of MCI's existing transcontinental switching and transmission network.

Revenues for Northern Telecom in 1981 were \$2.6 billion with the company employing more than 35 000 people throughout the world. The company has 51 manufacturing plants in Canada, the United States, England, Republic of Ireland, Malaysia and Brazil.

## Prime Minister meets with Spanish parliamentary delegation



Prime Minister Pierre Trudeau (fourth from right) meets with members of a Spanish parliamentary delegation led by Spanish President of the Senate Cecilio Valverde (second from right). The delegation visited Canada at the invitation of Speaker of the House of Commons Jeanne Sauvé. During their visit, the parliamentarians met with Governor General Edward Schreyer, Prime Minister Pierre Trudeau, Speaker of the Senate Jean Marchand, Minister of Justice Jean Chrétien and Minister of Communications Francis Fox.

## Canadian tennis tour

Tennis Canada has announced a five-stop summer tour with a total of \$40 000 in prize money.

The circuit, sponsored by Alcan Canada Limited, culminates in a \$10 000 championship event July 20-25 at Chicoutimi, Quebec.

In addition, the over-all men's champion will receive 25 Association of Tennis Professionals computer points, which form the basis for world rankings.

The first event, the Ontario Open, is taking place June 18-27 at the Rosedale Tennis Club in Hamilton. The remaining events are in Quebec. The Quebec Open is to take place June 25-July 4 in Repentigny, followed by stops in Alma (July 2-11), Sillery (July 9-18) and the Chicoutimi final.

## Aid to five countries

The Canadian International Development Agency has announced support totalling \$3.9 million to five countries.

The funds are being provided through the Canadian International Development Agency primarily to international agencies for assistance in Honduras, Chad, Sudan, Tonga and the People's Democratic Republic of Yemen.

Canada will provide \$250 000 to the United Nations High Commissioner for Refugees to support its program of assistance to the Miskito Indians in Honduras. Some 8 500 Miskito who have fled Nicaragua are living in a refugee camp about 50 kilometres from the Honduras-Nicaragua border. The Canadian contribution will allow for aircraft to transport equipment to the region to maintain the road to the camp.

In addition, the Canadian government is providing \$500 000 to the Office of the United Nations Disaster Relief Co-ordinator for its program of relief assistance in Chad. The funds will be devoted to the transportation infrastructure required to ensure the delivery of food and medical supplies.

### Support to Sudan

Sudan will receive \$3 million from Canada for emergency balance-of-payments support. The funds are to be used to support the Sudanese economy which is suffering from a sharp decline in trade, a reduced flow of foreign exchange and a depletion of currency reserves resulting in balance-of-payments difficulties. In the past three years, Canada has provided Sudan with \$10.5 million in food aid.

A grant of \$100 000 to the United Nations Children's Fund (UNICEF) in response to its appeal on behalf of victims of a cyclone that devastated Tonga has been announced by the Canadian government. The funds will be used by UNICEF to repair wells, culverts, roofs and pumps before the start of the rainy season so that a clean water supply can be accumulated for the long dry season that follows.

Finally, Canada will provide a \$50 000 grant for emergency relief to flood victims in the People's Democratic Republic of Yemen. The grant is in response to an appeal for assistance by the League of Red Cross Societies and will help cover the cost of water purification units, medications, tents and blankets.

## New, faster hovercraft developed for the North



A model of the Aerobac, the all-terrain vehicle being produced by SNC and Bombardier.

Two Montreal companies, SNC Group and Bombardier Incorporated are developing a prototype off-road vehicle that combines the hovercraft principle with conventional track propulsion.

Feasibility studies for the vehicle — based on a concept of the federal Transportation Development Centre in Montreal — are well advanced and the group is aiming at construction of a prototype in 1984.

Plans call for the Aerobac AB-7 prototype to weigh 21 tonnes, including a seven-tonne payload, and be capable of travelling over rough trails and muskeg at 30 kilometres an hour. Conventional tracked vehicles travel at five or six kilometres an hour.

### Becomes amphibian

The craft could become an amphibian and cross lakes and streams at reduced speed. It is designed to minimize disturbance to the fragile northern environment.

The skirts of the vehicle are of a new design to ride over rough terrain and maintain air pressure and lift. The air cushion extends the full length of the craft, with two fans connected to the main diesel power plant by a multi-chain drive supplying air to the skirts through two longitudinal ducts.

The skirts are really a multi-cellular system designed to give lateral stability and to allow the vehicle to negotiate

obstacles such as rocks and tree stumps without damage and loss of pressure.

The tracks will employ standardized components already familiar in conventional off-road vehicles. The same engine supplies power to the air cushion fans and to the drive sprockets for the tracks.

Aerobac will be able to negotiate grades of about 30 per cent because of its track propulsion, said Pierre Alepin, manager of SNC's transportation department. Overland hovercraft prototypes have not been able to do this in the past.

The craft would be able to move at road speeds over cleared trails and over muskeg and permafrost areas. Contact is limited to a fraction of the vehicle's weight. It can carry about 30 people.

### Roads not required

While more expensive to operate than a conventional truck, it would not need a prepared gravel roadway.

Trails could be cleared in the northern environment for 10 per cent or less of the cost of making an acceptable gravel road.

The payload will weigh seven tonnes so that it can be used for transmission line construction, taking a cable reel weighing up to six tonnes.

Aerobac will first be tested under operating conditions in northwestern Quebec and later tried out over terrain in the North.

## Souvenir stamps mark Canada 82 International Philatelic Youth Exhibition

Canada Post Corporation issued the second souvenir stamp sheet in Canada's postal history as well as three new stamps on the occasion of the Canada 82 International Philatelic Youth Exhibition held recently in Toronto.

### First time in Canada

Two stamps were released in March to commemorate the exhibition which was held in Canada this year — the first time it had ever been held outside Europe.

The exhibition included more than 1 000 frames of international-class philatelic material and the Court of Honour presenting portions of world-famous collections. An engraver was on hand to demonstrate the intricate art of steel engraving. The National Postal Museum mounted its own special display and Canada Post Corporation demonstrated its Telepost and Intelpost communications technology.

### Stamp-on-stamp

The three new stamps commemorating Canada 82 were based on past issues and were in stamp-on-stamp format, as were those issued in March.

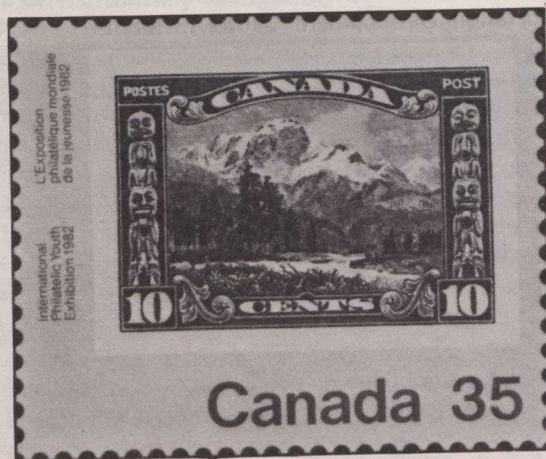
The 30-cent stamp featured Champlain's *Partement pour l'ouest* or *Departure for the West*, which first appeared in 1908 as part of the eight-stamp Quebec Tercentenary set.

The 35-cent denomination will present the 1928 *Mount Hurd* stamp, which represented British Columbia in a Scroll Issue of 1928-29, the first definitive series showing Canadian scenes.

The 60-cent stamp will reproduce the 1929 *Bluenose* stamp, also part of the Scroll Issue. Under the command of Angus Walters, the ship *Bluenose* dominated its American rivals in a celebrated series of races for the International Fisherman's Trophy.

The stamps were designed by the Toronto firm of Gottschalk and Ash Limited. The images of the engraved classic stamps have been printed in lithography, using two special colours for each. The tagging bars appear in the white margin of the classic stamp image. This feature permits the background colour of the design to extend through the perforations for the first time on Canadian stamps.

The souvenir sheet included all five Canada 82 stamps, namely the 1851 *Three-penny Beaver*, the 1935 *Mountie*, the 1908 *Champlain*, the 1928 *Mount Hurd*, and the 1929 *Bluenose*. In addition, there will be a special series of five souvenir postcards, each featuring one of the original stamps reproduced on the Canada 82 issues.



## Taber bones updated

The date of the "Taber Child" skeleton, originally thought to be between 30 000 and 60 000 years old, has been revised recently to 3 000 or 4 000 years by three independent groups of scientists using the latest chemical, atomic and geological dating techniques.

The studies carried out by the Canadian Conservation Institute and the National Museum of Man in Ottawa, Atomic Energy of Canada Limited in Chalk River, Ontario and at the University of Calgary in Calgary, Alberta employed far more sophisticated techniques than those available in 1961, when the skeletal fragments from a four-month-old child were discovered near Taber, Alberta.

At that time it was thought to be the oldest infant in the New World owing to the Ice-Age soil and geological deposits in which it was found. Early man research in North America at that time was producing dates of no later than 12 000 years.

## Killam awards announced

The Canada Council has announced that 30 Canadian scientists and scholars will receive Killam awards for 1982.

The awards totalling more than \$1.1 million are made possible through a bequest of the late Dorothy J. Killam and a gift made by Mrs. Killam before her death.

They are intended to support scholars of exceptional ability engaged in research projects of outstanding merit in the humanities, social sciences, natural sciences, medicine and engineering, and interdisciplinary studies within these fields.

The 1982 Izaak Walton Killam Memorial Prize, the most prestigious of the Killam awards was presented to Dr. William T. Tutte, professor of mathematics at the University of Waterloo in Waterloo, Ontario.

One of the most respected mathematicians in the world today, Dr. Tutte is widely regarded as principal creator of two fundamental areas of twentieth-century mathematics. He is credited with making the most significant contributions to graph theory during the past 30 years and continues to be the leading authority in the field.

Dr. Tutte has also won international recognition for his contributions to the development of the theory of matroids.

# News of the arts

## Paterson Ewen exhibition at Venice Biennial

Canada is being represented at the fourtieth International Biennial Exhibition of Art in Venice, Italy this summer by painter Paterson Ewen of London, Ontario.

The theme of this year's exhibition is "Art as Art/The Persistence of the Art Work".



Forked Lightning by Paterson Ewen.

Canada Council

Ewen began his career in the 1950s in Montreal where he was briefly associated with the *Automatiste* painters. By the Sixties he had gained a significant reputation as an abstract painter and his work was exhibited frequently in Montreal and Toronto.

In 1968 Ewen moved to London, Ontario where he made radical changes in his work in an attempt to redefine his approach to painting. By reintroducing figurative subject matter to his work and by experimenting with unconventional materials, he established a unique and highly personal style.

For the past decade, Ewen's work has been characterized by forceful depictions of natural phenomena, often inspired by meteorological and geological texts, which are inscribed with a router into large sheets of plywood. The authority of Ewen's work lies in his direct and often unconventional expression of subjects in nature; nature that has been the source of fear, amazement and inspiration to mankind through the ages.

## Incentives for Canadian recordings

Three Canadian radio station companies have joined with record producers and publishers to establish a new fund that could be a major incentive to the production of new Canadian records.

The fund is designed to provide up to 50 per cent of recording costs of records made by Canadian artists and producers in Canadian studios, in an effort to boost production.

An initial deposit of \$200 000 was made by radio companies CHUM Limited, Moffat Communication Limited, Rogers Radio Broadcasting Limited, along with the Canadian Music Publishers Association and the Canadian Independent Record Production Association (CIRPA) which will administer the fund. The three radio station companies collectively represent more than 20 stations across the country.

Record producers may make applications to the board of the fund, and will be given interest-free, forgivable loans. If the record makes money, after the loan has been paid off, the fund will receive 1 per cent of the suggested list price of the record made with the fund's assistance. The submissions — usually in the form of demonstration tapes — will be judged by juries made up of members of the music and broadcast industries. The first submissions are being judged this month.

CIRPA is inviting contributions to the fund from other parts of the radio and record industries, and the fund is expected to reach \$1 million by the end of the year, according to CIRPA's executive director, Earl Rosen. He said the money may also be used to create demonstration recordings and to help with tour support for performers.

For the radio station companies, the fund has a double purpose. First, it stimulates Canadian record production which will help to fill the Canadian content quotas established by the Canadian Radio-Television and Telecommunications Commission. Secondly, it helps radio stations to fulfil a second obligation of their licences, which is to actively support Canadian music.

## Canadian Dance Conference celebrates anniversary

The annual Dance in Canada Conference, to be held in Ottawa this month, will keep its theme as broad as possible to include a wide range of subjects for its tenth anniversary celebrations.

Major funding for this year's activities is being provided by the Department of Communications, the Canada Council and the Ontario Arts Council. A number of corporate supporters have also made contributions.

The Dance in Canada Conference, which takes place in a different city each year, annually provides a forum for the exchange of ideas, opinions, information and performance experience in all types of dance.

## Future challenges examined

The activities of this year's conference which will focus on the practical and future challenges of dance, includes panels, workshops, classes, presentations, performances and the Dance in Canada Association's annual general meeting. More than 80 works are scheduled for presentation in 15 separate performances. The Jean A. Chalmers Award for Choreography will also be presented.

Among the numerous dancers and groups who will participate are: Toronto Dance Theatre, Dancemakers, the Danny Grossman Dance Company, and Peggy McCann and Dancers from Toronto; Dansepartout from Quebec City; les Ballets Jazz, Margie Gillis, and Paul-André Fortier from Montreal; Terminal City Dance from Vancouver; and Theatre Ballet of Canada from Ottawa.

## Rideau Canal special anniversary

(Continued from P. 3)

strategy, in commercial enterprises, or in efficient public transport.

### New life for the Rideau

Meanwhile, signs of a new life for the Rideau Canal had begun to appear about the turn of the century. Summer hotels and facilities for recreational boating had begun to spring up along the lakes and the picturesque stretches of calm water. With the completion of the Brockville and Westport Railway in 1888, a new — and this time friendly — invasion from the United States was launched in the form of increasing numbers of American tourists.

After the Second World War the Rideau again attracted public interest, this time as a major historical tourist attraction. In the summer, all types of pleasure boats, from sleek yachts and luxurious cruisers, to rowboats and canoes, replace the steamers and barges of the nineteenth century. During the winter months in Ottawa, several miles of the canal, strung with coloured lights, become a fairyland for skaters.

With its transfer to Parks Canada in 1972, the Rideau Canal entered a new

The following poem, written by Catherine Ahearn, Ottawa's poet laureate, is a tribute to the one-hundred-and-fiftieth anniversary of the Rideau Canal:

*From where the curtain of the Falls goes niagaring down,  
From Hartwells to Clowes, from Poonamalie to Kingston Mills,  
From Green Island's oval under the hooded arcs of Bytown's  
Ten glinting bridges, to the Cataraqi between green cheeks of hills.*

*The Rideau Canal built a world with stone in hand  
That canoemen had to master, its channels deemed impassable,  
But iron-bound locks make water seem like land  
And pass they did: schooners and canoes, steamboats with paddle*

*Wheels, Noah's Arks and runabouts, that locked upstream  
And down according to the push and swing of crab and sluice  
And valve and gate, that which is man-made, by Great Dream  
Made, that signalled to all a peace, a truce.*

*By the tawny, bygone summer of eighteen hundred and thirty-two;  
And this, the grace and favour of the grit-willed Colonel By  
And the unsparing Iron Duke, undaunted by what risks might loom —  
Erosion or storm, paper wars or warpaths taken by those who might defy —*

*This abiding legacy that binds and parts with timeless flow  
This timeless city, from trodden limestone cliffs to the stone-arc  
Of Hogs Back Dam: the Rideau Canal, that links in one flight, in one go  
Like the flux of two peoples — two rivers, that come into one gleam like a spark.*

phase. Visitors can explore the past by taking advantage of the newly-developed program of interpretation.

Through a series of activities and events, participants can experience the 150 years of history these locks have seen. A visit to the blacksmith's forge at

Jones Falls, a look at the last steam-driven vessel to operate on the canal at Smiths Falls and a stroll through historic Merrickville are but a few of the events offered. Slide and film programs are presented regularly. Group tours and special programs are available on request.

## News briefs

Canada served as host to the seven-member-nation energy committee of the organization for Co-operation for Development in Africa (CDA) meeting in Ottawa last month. Specialists in African programs and the energy sector from Belgium, France, West Germany, Britain, United States, Italy and Canada attended the two-day meeting. The meeting looked at ways in which two or more CDA member nations can pursue the most effective energy projects in co-operation with African countries in order to assist them to better cope with the acute energy crisis affecting them.

The Natural Sciences and Engineering Research Council (NSERC) has awarded research grants, scholarships and fellowships totalling approximately \$151.5 million to university professors, postgraduate students and postdoctoral fellows for 1982-83 following its annual spring competition. As part of NSERC's continuing program for the training of highly qualified Canadian researchers in science and

engineering, the council offered 2 066 postgraduate scholarships, 168 postdoctoral fellowships and 108 science scholarships.

The Export Development Corporation has signed five financing agreements totalling \$3.5 million (Cdn.) to Israel, New Zealand and Peru. The agreements were signed with Bank Leumi Le-Israel B.M. and United Mizrahi Bank Limited of Israel, Corporacion Financiera de Derarrollo of Peru (two agreements) and Tasman Pulp and Paper Company Limited of New Zealand.

The federal and Nova Scotia governments recently signed an agreement on offshore oil and gas resource management and revenue sharing. The agreement is intended to achieve a number of objectives: increased energy security and economic prosperity; a pricing and fiscal regime which will encourage increased offshore exploration and development on an economic basis; protection of the environment and fishing industry and government control over the pace of offshore development.

The winner of the 1982 Grand Prix of Canada, to be held in Montreal, will receive a trophy named for Canadian driver Gilles Villeneuve, organizers of the Formula One race have announced. Villeneuve was killed last month in a crash during a qualifying run for the Belgian Grand Prix. The Canadian driver won the Grand Prix race in Montreal in 1978.

Canada Weekly is published by the External Information Programs Division, Department of External Affairs, Ottawa K1A 0G2.

Material may be freely reprinted. A credit would be appreciated. Photo sources, if not shown, will be provided on request to the editor, Joanna Kerr.

Cette publication existe également en français sous le titre Hebdo Canada.

Algunos números de esta publicación aparecen también en español bajo el título Noticario de Canadá.

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

# Canada

ISSN 0384-2312