

Bulletin

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MINORITY GOVERNMENT FOR CANADA

As a result of the general election on October 30, Canada will have a minority government when Members return to the House of Commons early in December.

Both major parties, Mr. Trudeau's Liberals and Mr. Stanfield's Progressive Conservatives, elected 109 candidates in a draw that was not certain until four days after the election.

A recount of the ballots in the riding of Drummond, Quebec, reversed a Social Credit victory to a win for Mr. Jean-Luc Pepin, Minister of Industry, Trade and Commerce, thereby tying the number of seats won by each major party. Other recounts are in process.

On November 3 the party standings were: Progressive Conservatives, 109, Liberals, 109, New Democrats, 30, Social Credit members, 14 and Independents, 2. At the dissolution of Parliament in September, the standings were: Liberals, 147, Conservatives 73, New Democrats 25, Social Credit 13, Independents 2, with four vacant seats, for a total of 264.

Three Cabinet Ministers – H.A. Olson (Agriculture), Martin O'Connell (Labour) and Patrick Mahoney (Minister of State without portfolio) – lost their seats. A former member of the Liberal Cabinet, Paul Hellyer, who had held the portfolios of Defence and Transport in the Pearson and Trudeau Governments respectively, won a Conservative seat in Toronto. Allan Lawrence, who had resigned as Ontario Minister of Justice to run in a federal riding, also won a seat for the Progressive Conservatives.

The largest gains for the Progressive Conservatives were in Ontario and British Columbia. The PCs, who had held only 19 seats in Ontario, carried 41 of the province's 81 ridings. In B.C. they doubled their strength from four to eight seats. Alberta elected a solid slate of 19 Conservatives – not a single seat going to another party. Quebec, on the other hand, elected only two PCs – against 57 Liberals, 14 Social Credit and a single Independent.

A total of 9,554,035 Canadians cast their ballot on October 30, 74 per cent of the eligible 12,909,179. Prince Edward Island led all the provinces, with an 83 percent (56,349 out of 68,018), turnout.

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STATEMENT BY MR. TRUDEAU

At a press conference in Ottawa on November 2, the Prime Minister made the following statement:

"At the beginning of the election campaign, I said that we were anxious to talk to the people of Canada and to listen to what they had to say. The ballots cast on Monday reflected the view of a good many Canadians that the Government in the past four and a half years was not satisfactory. Observers have not been able to identify with certainty any single issue, or indeed any package of issues, which led to that result.

"That vote has conveyed to me and to my colleagues, better than any other mechanism could do, that there have been failures. What the vote has not done, however, is to express any clear degree of approval for any single party.

"The business of governing must continue

PARTY STANDINGS BY PROVINCE

| Party | Total | Nfld | P.E.I. | N.S. | N.B. | Que. | Ont. | Man. | Sask. | Alta | B.C. | Yukon |
|---------------|------------|----------|----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------|
| Liberal | 109 | 3 | 1 | 1 | 5 | 57 | 35 | 2 | 1 | 0 | 4 | 0 |
| Conservative | 109 | 4 | 3 | 10 | 5 | 2 | 41 | 8 | 8 | 19 | 8 | 1 |
| New Democrat | 30 | 0 | 0 | 0 | 0 | 0 | 11 | 3 | 4 | 0 | 11 | 1 |
| Social Credit | 14 | 0 | 0 | 0 | 0 | 14 | 0 | 0 | 0 | 0 | 0 | 0 |
| Independent | 2 | 0 | 0 | 0 | 0 | 1 | 1 | 0 | 0 | 0 | 0 | 0 |
| TOTAL | 264 | 7 | 4 | 11 | 10 | 74 | 88 | 13 | 13 | 19 | 23 | 2 |

through the period of time required by law for the several recounts until the final tally is known. This is important both for domestic reasons and for reasons of our relationships with other countries. It is even more important, however, that the Government submit itself to Parliament as soon as is reasonably possible. Our system of government demands this.

“Under the Canadian Constitution, the Government is responsible to Parliament. The continued existence of my Government will therefore depend upon the will of the House of Commons. This is the essence of the Parliamentary form of democracy.

The voters of Canada have sent to Parliament a new House of Commons. It is now our responsibility to make that House of Commons work. Whether it will

work depends on all Members and all parties, for no single party has nearly enough support in the House to exercise its will without the co-operation of others. I wish to say tonight, however, that it is my intention, and that of my colleagues, to exert every effort to make the House work and to exhibit to the Canadian people that the flexibility of the Parliamentary system justifies its reputation as a superior kind of system.

It is my decision, therefore, to advise the Governor General to call Parliament into session as soon as reasonably possible following the return of the final election writ, and it is my intention to seek from the duly elected representatives of the people confidence in our proposals to deal with those issues of obvious concern to all Canadians.”

ARCTIC WATERS POLLUTION RULES

New measures announced last month to reduce the possibility of marine pollution in Canadian waters – the Arctic Shipping Pollution Prevention Regulations – cover such matters as classification, construction and certification of ships, navigating equipment, charts and publications, reporting procedures, pollution-prevention certificates, enforcement of pollution-prevention measures, numbers and qualifications of navigation and radio personnel, and fuel and water requirements.

The regulations relating to the deposit of wastes in the water come into force immediately, and the rest of the regulations requiring changes in ship-construction or equipment will become effective on January 1.

The Arctic Shipping Pollution Prevention Regulations will be used in conjunction with the Shipping Safety Control Zones Order, proclaimed August 2, 1972, under which the waters of the Canadian Arctic were divided into 16 safety control zones, each classified according to the degree of ice hazards present. Shipping will be controlled by limiting the zones in which a vessel may operate, either by prohibition of entry or by entry during prescribed periods. Such action will be based upon prevailing ice conditions and the capabilities of the ship.

Safety control zones include all Arctic waters north of latitude 60 degrees North and east of longitude 141 degrees West within 100 miles of Canadian land, except that, in the region between the Canadian Arctic and Greenland, where the line of equidistance is less than 100 nautical miles, the measurement is a line of equidistance between the two land masses.

LESS FISH MORE CASH

Although Newfoundland fishermen are landing smaller catches each season they are earning more money.

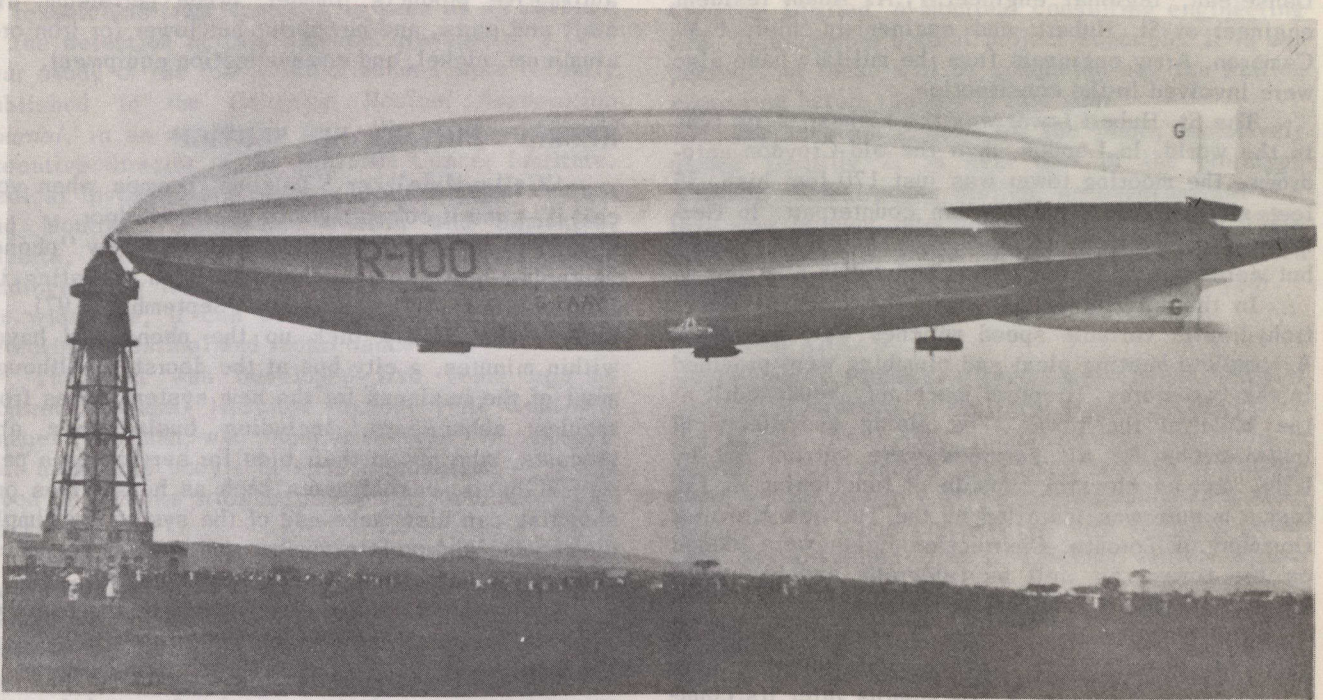
During the first eight months of 1972, landings were worth \$25.8 million – 467 pounds of fish – compared to \$20.8 million in the same period of 1971, for a total of 706 million pounds of fish.

Landings for the whole year, 1971, totalled 855 million pounds, compared to 982 million pounds in 1970. The gross landed value in 1971, however, increased by 1.1 per cent over 1970's figure.

Only 15,850 men were employed in Newfoundland's inshore fishery last year, a decline of almost 300 from the previous year's figure of 16,144.

The inshore fishery, which operates from spring to autumn, once employed 40,000 men.

FLASHBACK: ST. HUBERT AIRSHIP MOORING TOWER



Public Archives of Canada photo

In August 1930 the British airship R-100 docked at the mooring tower at St. Hubert, Quebec.

On July 28, 1930, the British dirigible, the *R-100*, left England and arrived in Canada at St. Hubert, Quebec on the morning of August 1. To the delight of thousands of visitors from Canada and the United States the celebrated airship stayed at St. Hubert (then about seven miles south of Montreal) for ten days.

The *R-101*, and its counterpart the *R-100*, were developed by the British to be used commercially in a communications scheme. The airships were filled with a gas lighter than air, usually hydrogen, and self-propelled, in the case of the *R-100*, by six gasoline engines. The *R-100*, which could accommodate 100 passengers, measured 5 million cubic feet.

DPW-BUILT TOWER

Thanks to the Department of Public Works the *R-100* was able to dock in Canada. Public Works engineers constructed the mooring tower at the military airport of St. Hubert in 1928. The steel structure, 205 feet in height, was mounted on an underground concrete base 30 feet deep. Canadian Vickers of Montreal was the contractor for the metal framework, which weighed 645,000 pounds. The rotating upper part of the tower where the airship was moored, weighed 87 tons. The cone of an airship was drawn into a cuplike device at the top of the mast, leaving the airship free to rotate as the wind shifted.

Plans and specifications for the mast were prepared by DPW bridge engineer, F.C. Smith and departmental architect T.D. Rankin. Other specialists



Public Archives of Canada photo

Inauguration of international air mail service between Canada and the United States at St. Hubert Airport, Quebec, 1928.

who took part in the challenging project at the time were: J.H. Ralph, electrical engineer; J. Lucien Dansereau, regional engineer; J.A. Adam resident engineer at St. Hubert; and engineer-in-chief, E.M. Cameron. Army engineers from the military base also were involved in the construction.

The St. Hubert tower was the highest of its type in the world. In London, near the old Croydon aerodrome, the mooring tower was just 170 feet high, 35 feet shorter than its Canadian counterpart. In Germany, airships were not moored to the top of a mast, but were lowered to the ground and put in a hangar.

In the interior of the tower three special electrohydraulic variable speed winches were installed. A complete heating plant and plumbing were provided in the two-storey, fireproof machinery house built at the base of the tower. The piping and electrical installations for all services were carried out by DPW, and an elevator capable of functioning at 150 feet a minute was installed by the Turnbull Elevator Company of Toronto. Obstruction lights were placed on the tower, as well as telegraph and telephone lines to service passengers in the airship.

The *R-100* made a second voyage to Canada in July 1931, crossing from Croydon to St. Hubert without attracting much notice. A few months later its counterpart, the *R-101*, crashed, with heavy loss of life in France, north of Paris at Beauvais. After this disaster, Britain abandoned the dirigible.

Eventually the landmark at St. Hubert served no useful purpose. The steel tower, a potential danger to planes, was dismantled in 1932.

QUARTERLY EXPORTS

Seasonally adjusted Canadian exports for the third quarter of 1972 stood at \$4,634 million, which exceeded quarterly levels for 1971 and the first quarter of 1972 but were \$340 million lower than the second-quarter figure. Shipments to the United States were down \$226 million, and to Britain, \$99 million. September exports, at \$1,552 million, were \$48 million below the August level, with a sharp decline in overseas shipments other than to Britain, partially offset by improved sales to the U.S.

Unadjusted September exports were virtually unchanged from those of a year earlier, as only the U.S. market showed any improvement. Declining sales to overseas countries offset the growth in deliveries to the U.S., yielding a net growth of \$10 million to \$1,495 million.

Export gains over those of September 1971 were recorded for crude petroleum, natural gas, lumber, automotive parts and aircraft, all of which are heavily dependent on U.S. markets. Export declines were recorded for wheat, mineral ores, metals, motor vehicles and communication equipment.

In the nine months to September, exports increased about 8 per cent, with the strongest growth confined to the U.S. and Japan. Commonwealth and

the European Economic Community markets were particularly weak. Exports in 1972 were higher for automotive products, lumber, crude petroleum, aircraft and parts, and newsprint but lower for iron ore, aluminum, nickel, and communication equipment.

REGINA'S PRIVATE BUS SERVICE

"Call-a-Ride" or "Telebus" comes when you call it - and it comes right to your front door.

"Telebus" is the trade name for the new "phone-yourself-a-bus" system that has been operating in Regina, Saskatchewan since September 1971. A person can merely pick up the phone and have, within minutes, a city bus at the doorstep. Although most of the business for the new system comes from regular subscribers, including businessmen and students, who put in their bids for service on a permanent basis, casual users such as housewives out shopping can also make use of the system by simply dialing the appropriate number and waiting for a few minutes in the comfort of their homes.

The level of service experienced by the users of Telebus has been half-way between the taxi-cab and the regular bus.

FARES

The fare-structure for the new system is perhaps one of the major items that will entice new users into taking advantage of Telebus since, for only an extra ten cents over and above the regular bus fare, one can have the doorstep pickup. During the winter months in practically any Canadian city this alone is worth the dime. In Regina, fare-structure is broken into five categories covering children, students, adults and senior citizens. One extra category involves a monthly pass which, for frequent users, is most advantageous.

A primary feature of Telebus is that it is flexible in its adaptation to current transportation systems. In Regina, primarily because of the cost factor, the Telebus service is complementing rather than replacing the existing system. In other Canadian cities it might well replace an existing system or it might be used between certain non-peak hours to more effectively use resources at hand. One of the advantages of the service is that it is adaptable.

Increasing population, an increase in the number of private vehicles, increase in the public transit operating costs and deficits and a decline in the population willing to travel on the current system, were the reasons Telebus was instituted in Regina. It has been accomplished without a substantial increase in operating and fixed costs. It all boils down to increasing the efficiency of the present system and adding some factors that overcome the disadvantages of the regular bus systems such as walking to the bus-stop, and waiting for the bus in the sub-zero cold of a prairie winter. It is no wonder that the preliminary polling on the Telebus received such an enthusiastic welcome from the residents of Regina South.

MONTREAL TEAM DEVELOPS CANCER TEST

A simple test for abdominal cancer, developed by researchers from Montreal, is seen as an advance in the detection of this disease. Results of a two-year study of the test's effectiveness were recently published in the *Canadian Medical Association Journal*, in an article by Dr. A.B. Miles, assistant executive director of the National Cancer Institute. Medical investigators in three United States centres and Montreal, Kingston, Ontario, and Edmonton, Alberta, tried it on a total of 862 patients. Their findings show that though the test is not yet ready for wide use, it can be of some effectiveness in detecting intestinal and rectal cancer.

The test was developed five years ago by Montreal General Hospital doctors Phil Gold and Samuel Freedman, who found an antigen – a chemical that alerts the body's defence mechanisms – in the blood of patients with tumors of the lower intestinal tract.

Such cancers are the second leading cause of cancer deaths in the United States – largely because the disease most often remains undetected until it reaches an incurable stage. If the Gold-Freedman test can be perfected, it promises to help save the lives of thousands of cancer victims each year.

The investigation results published recently show that the complex blood test can be performed accurately. Positive tests were recorded for two-thirds of 126 patients diagnosed as having cancer of the rectum and large intestine.

Also confirmed by the findings is the fact that the Gold-Freedman test doesn't detect just cancers of the intestine and rectum, but is also revealing other bodily disorders. The test may thus have a wider value than originally thought, since it can act as a warning signal for patients who seem healthy, but may later develop cancer symptoms.

The investigators also believe that medical data of major importance may result from the findings of the study, and that the test methods will have an impact on other work in the detection of cancer.

POWER GIANT FOR QUEBEC

The Government of Canada has agreed to make loan funds available to assist in the financing of a 600,000-kilowatt nuclear-power station that the Quebec Hydro-Electric Commission proposes to build at Gentilly, on the south shore of the St. Lawrence River near Trois-Rivières.

Through the Crown company, Atomic Energy of Canada Limited, the Federal Government will provide up to 50 per cent of the financing for the station, the cost of which is estimated at \$300 million. The loan will be repaid, with interest, over a 25-year period from the date the plant is declared in operation. The target is to have the station ready for full power operation early in 1979.

As a necessary preliminary to a final commitment, Hydro-Quebec has engaged AECL to do a conceptual design of the station and, in concert with Canatom Limited, a Montreal consulting engineering firm, to assemble a total project schedule. It is expected that these will be completed and the station committed before the end of this year.

The location chosen for the plant, tentatively named Gentilly 2, is near that of the prototype Gentilly nuclear-power station, an experimental unit that was brought into operation in November 1970, produced its first power in April 1971 and reached full power of 250,000 kilowatts in May of this year.

LOOKING AHEAD

Hydro-Quebec foresees a need for additional thermal generating capacity at the turn of the decade, before the initial James Bay hydro-electric plants are in operation, and studies have indicated that a nuclear plant of the proven CANDU design would help meet the need, at costs competitive with those of power from fossil-fuelled plants. Looking further ahead, Hydro-Quebec expects an increasing commitment to nuclear power, starting around 1985. The construction and operation of a full-scale commercial station, in the interim, is seen as providing the utility and Canadian industry with valuable additional experience preparatory to the launching of a major nuclear power program in Quebec in the mid-to late-1980s.

In agreeing to assist in the financing of Quebec's first commercial nuclear-power station, the Federal Government is observing the same principle of co-operation that was applied when it undertook to participate in the financing of Ontario's first commercial nuclear plant, at Pickering. Through AECL, the Government of Canada underwrote 35 per cent of the capital cost of the first two units of the four-unit Pickering station. The amount involved was about \$150 million, about the same as the loan now offered to Hydro-Quebec.

CANADA AND THE EEC

Canadian businessmen should not write off the European Economic Community but, rather, apply the necessary interest and sales drive to establish it as a major and expanding market for Canadian exports, the European representative of Canadian National told the Canadian Chamber of Commerce recently. Speaking to a session of the Chamber's annual meeting, W.G. Buchanan, general manager of CN's European organization, said that Canadian businessmen should regard the entry of Britain into the European Common Market as "an opportunity to increase and diversify, rather than reduce, our trade with Britain and the EEC itself".

"I think it is fair to say that while most Canadian businessmen know about the Community and its potential in a general way, their interest in the

competitive challenge which it offers has not, until quite recently, been as great as the potential of the market would justify," he said.

Referring to an important advantage for Canadian businesses, he said: "Canada has long established trade relations with Britain, a Canadian 'presence' there in the form of subsidiary companies and representative offices such as Canadian National, and close relations not only in the fields of business and finance but also in the areas of culture, education and science."

However, he told his audience that there were not enough Canadians visiting Europe who had the stature and reputation required to influence public and official attitudes and opinion in directions favourable to their country.

GOOD NEWS OUTWEIGHS BAD

He said that, when Britain formally entered the Community in January 1973, there would probably be initial adverse effects on some Canadian exports to that country. This would result from the loss of Commonwealth preferences formerly enjoyed by certain Canadian goods and from measures taken by the EEC to protect agricultural production within the Community. This, he said, was the "bad news" for Canada in regard to Britain's entry. But he believed the "bad news" was more than balanced by the "good news" in the form of an opportunity to sell more goods in the British market, which should expand as a result of entry into the EEC, and also to sell more to the EEC itself.

He described the EEC market as a "rich and expanding market made up of about 270 million people with a relatively high standard of living and a correspondingly high demand for most of the things which Canada produces for export.

STRIKES AND STRESS

The problems of strikes and the general stress of living in a big city are causing a breakdown in mental and physical health, says Dr. Hans Selye, noted authority on stress and director of the University of Montreal's Institute of Medicine and Experimental Surgery.

Dr. Selye believes that sociologists, psychologists and political scientists must make greater efforts to solve social and environmental ills, which are causing a general increase in fatal diseases. Medical cures can do little to solve these problems, he says, until the underlying causes are dealt with.

Strikes are singled out by Dr. Selye as a major social ill and he proposes that labour disputes be settled in courts.

Like other unfavourable situations, strikes cause the development of stress diseases, such as gastric and duodenal ulcers, high blood pressure, allergies, mental breakdowns or heart attacks.

Dr. Selye explains that though all people are not affected to the same degree, everyone subject to

prolonged stress suffers, be it only a migraine headache or a simple pain in the neck.

ROOT OF THE PROBLEM

Strikes are only one, though an important, manifestation of the characteristic tendency of our times — the depersonalization of the individual. It is this depersonalization, and loss of pride in individual accomplishment, that is the root of the problem, he says.

This personal degradation — the loss of recognition of individual merit — leads to frustration and insecurity and then to very aggressive and even violent behaviour brought on by the chemical responses the individual makes to stress. This is the same reaction the general public has to the stress of strikes.

Man has a basic biological motivation to be recognized for his personal achievement, maintains Dr. Selye, that is killed by today's emphasis on group rather than individual effort. Today's worker, restricted to one, narrow task, may never get to see the final product of his efforts and is thus deprived of a sense of accomplishment, and is subject to all the feelings of frustration that go along with this.

Dr. Selye advises everyone to think carefully before choosing a career, trying always to find an outlet for what creative talents he has. It is important to avoid monotony and partial efforts so common to industrial production methods today.

Less work and more leisure hours are not the answer, says Dr. Selye. Man is a working, creating animal. A race horse kept inactive too long in his stall will die. Man too can degenerate and die from boredom and lack of activity. Moreover, too little work and too much security cause a lessening of the individual's ability to fight off stress situations.

WHEAT PRICE INCREASE

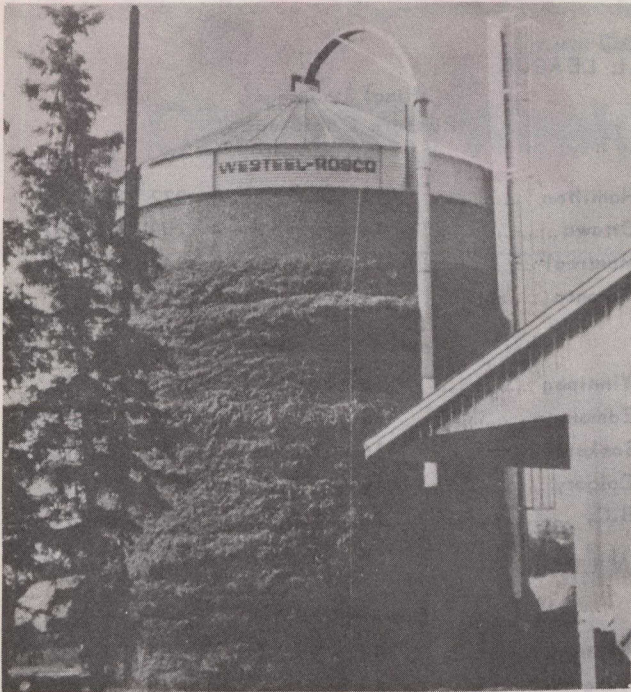
Increases of 30 cents, ten cents and nine cents a bushel on initial payments for wheat, oats and barley, effective October 16, have been announced by Mr. Otto Lang, the Minister responsible for the Canadian Wheat Board.

The increases bring the initial payments at Thunder Bay and Vancouver to \$1.76 for wheat basis No. 1 CW; for oats, 70 cents basis No. 2 CW; and for barley, \$1.05 basis No. 3 CW.

Mr. Lang pointed out that the initial payment for barley had been increased earlier by five cents a bushel for the 1972/73 crop year, making a total increase in initial payments for barley of 14 cents a bushel in the last crop year.

"These changes are in response to the dramatic changes which have taken place in the international grain market," the Minister pointed out. "It is recognized that producers have experienced several years of reduced returns and should be able to enjoy the benefits of higher grain prices immediately to assist them in maintaining and developing efficient farm operations.

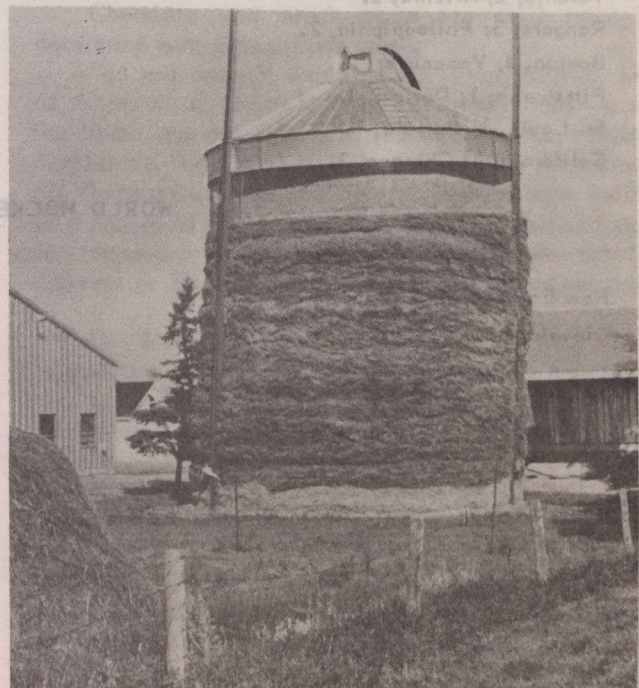
NEW HAY-DRYING PROCESS



An experimental hay-drying tower at the Department of Agriculture's Research Station in Melfort, Saskatchewan has proved its effectiveness in less than three years.

Normal chopped forage is blown into the tower through the peak of the roof (*upper left*) and spread to the outside by a revolving double auger just beneath the roof. A 4.5-foot "bung" prevents the hay from stacking in the centre. The roof, 25 feet in diameter (*lower right*), is suspended between three

45-foot "I" beams. It can be raised or lowered by winches. The dried hay can be left in the tower through the winter. An oil-fired dryer forces warm air into the centre of the tower (*upper right*); the air passes out through the hay, carrying the moisture with it. The bung is taken from the roof and the double auger reversed to move the hay into the centre of the tower to drop down to the bottom duct. A conveyor through the side catches the hay and moves it out (*lower left*).



FOOTBALL AND HOCKEY NEWS

The following are Canadian Football League, National Hockey League and World Hockey Association tables as at November 5:

CANADIAN FOOTBALL LEAGUE

Results
November 4
Ottawa, 11; Winnipeg, 7.
B.C., 26; Saskatchewan, 14.

November 5
Hamilton, 26; Toronto, 16.
Edmonton, 28; Calgary, 14

Final Standings Eastern Conference

| | G | W | L | T | F | A | P |
|----------------|----|----|----|---|-----|-----|----|
| Hamilton | 14 | 11 | 3 | 0 | 372 | 262 | 22 |
| Ottawa | 14 | 11 | 3 | 0 | 298 | 228 | 22 |
| Montreal | 14 | 4 | 10 | 0 | 246 | 353 | 8 |
| Toronto | 14 | 3 | 11 | 0 | 254 | 298 | 6 |

Western Conference

| | | | | | | | |
|--------------------|----|----|----|---|-----|-----|----|
| Winnipeg | 16 | 10 | 6 | 0 | 401 | 300 | 20 |
| Edmonton | 16 | 10 | 6 | 0 | 380 | 368 | 20 |
| Saskatchewan | 16 | 8 | 8 | 0 | 330 | 232 | 16 |
| Calgary | 16 | 6 | 10 | 0 | 331 | 394 | 12 |
| B.C. | 16 | 5 | 11 | 0 | 254 | 380 | 10 |

NATIONAL HOCKEY LEAGUE

November 4
Detroit, 4; Montreal, 2.
Toronto, 4; St. Louis, 2.
Minnesota, 5; Chicago, 3.
Pittsburgh, 6; Rangers, 4.
Philadelphia, 5; Buffalo, 3.
Los Angeles, 9; NY Islanders, 2.

November 5
Toronto, 2; Atlanta, 2.
Rangers, 3; Philadelphia, 2.
Boston, 4; Vancouver, 2.
Pittsburgh, 1; Detroit, 1.
St. Louis, 1; Buffalo, 1.
California, 3; Chicago, 3.

Eastern Division

| | | | | | | | |
|--------------------|----|---|---|---|----|----|----|
| Montreal | 14 | 9 | 1 | 4 | 55 | 24 | 22 |
| Rangers | 13 | 8 | 4 | 1 | 49 | 36 | 17 |
| Buffalo | 13 | 6 | 2 | 5 | 42 | 31 | 17 |
| Detroit | 12 | 7 | 4 | 1 | 43 | 30 | 15 |
| Boston | 14 | 6 | 6 | 2 | 58 | 54 | 14 |
| Toronto | 13 | 5 | 6 | 2 | 39 | 40 | 12 |
| Vancouver | 13 | 4 | 8 | 1 | 37 | 51 | 9 |
| NY Islanders | 11 | 2 | 8 | 1 | 28 | 54 | 5 |

Western Division

| | | | | | | | |
|--------------------|----|---|---|---|----|----|----|
| Los Angeles | 14 | 8 | 6 | 0 | 54 | 43 | 16 |
| Philadelphia | 13 | 6 | 5 | 2 | 39 | 41 | 14 |
| Chicago | 14 | 6 | 6 | 2 | 44 | 44 | 14 |
| Pittsburgh | 14 | 6 | 7 | 1 | 47 | 49 | 13 |
| Minnesota | 12 | 5 | 5 | 2 | 34 | 31 | 12 |
| Atlanta | 14 | 5 | 7 | 2 | 27 | 47 | 12 |
| St. Louis | 12 | 2 | 5 | 5 | 31 | 39 | 9 |
| California | 12 | 2 | 7 | 3 | 35 | 48 | 7 |

WORLD HOCKEY ASSOCIATION

November 4
New England, 8; Philadelphia, 4.
Cleveland, 5; Quebec, 3.
Los Angeles, 3; Chicago, 2.

November 5
Ottawa, 5; Alberta, 3.
Winnipeg, 3; New York, 1.
Los Angeles, 4; Houston, 0.
Quebec, 3; Chicago, 2.
Minnesota, 3; Philadelphia, 1.

Eastern Division

| | | | | | | | |
|--------------------|----|---|----|---|----|----|----|
| Cleveland | 12 | 8 | 3 | 1 | 50 | 33 | 17 |
| Quebec | 12 | 7 | 4 | 1 | 44 | 35 | 15 |
| New England | 11 | 7 | 4 | 0 | 46 | 35 | 14 |
| New York | 13 | 7 | 6 | 0 | 59 | 49 | 14 |
| Ottawa | 11 | 6 | 4 | 1 | 51 | 48 | 13 |
| Philadelphia | 13 | 2 | 11 | 0 | 37 | 67 | 4 |

Western Division

| | | | | | | | |
|-------------------|----|---|---|---|----|----|----|
| Los Angeles | 12 | 7 | 4 | 1 | 43 | 32 | 15 |
| Winnipeg | 13 | 7 | 5 | 1 | 45 | 43 | 15 |
| Alberta | 13 | 6 | 6 | 1 | 40 | 47 | 13 |
| Houston | 12 | 5 | 7 | 0 | 35 | 41 | 10 |
| Minnesota | 11 | 4 | 6 | 1 | 27 | 36 | 9 |
| Chicago | 11 | 2 | 8 | 1 | 25 | 36 | 5 |