

Atlantic Issues

Volume 1 Number 1 Feb.-Apr. 1977 Free

Atlantic development

Have we been had!

by Ralph Surette

For those who had the misfortune to believe that what we have been doing in the Atlantic Provinces for the last quarter of a century to attract industry constitutes "progress," the winter of 1977 has come as a shock.

Twenty-five years and billions of dollars later we have an unemployment rate that varies between 10 and 50 per cent in some areas and localities. The industrial roulette wheel has come full circle, and Shaheen, Spevack, Bricklin, Doyle and their like haven't saved us after all.

That things like haven't a sorry pass was evident early, as some of the gurus of industrialization East-coast style started chewing each other out back in December. Robert Stanfield said the DREE didn't know where it was going any more, Tom Kent complained that the "big bang" theory of economic development of the 1960's with its spectacular failures had contributed to Cape Breton's present sorry plight, and Robert Manuge, an early president of Nova Scotia's Industrial Estates Ltd., complained about Tom Kent.

To put it roundly, it isn't just DREE that doesn't know where it's going. The whole philosophy of throwing out the taxpayer's bread to attract industry, which doesn't need our money but is only too glad to take it anyway, has reached a brick wall.

Anybody with his or her eyes open didn't need the winter of '77 to realize that, but then again the question of who has or hasn't got their eyes open is what the argument is all about.

Government Attitudes Differ

The collapse of the Shaheen refinery in Newfoundland and of the Bricklin auto plant in New Brunswick seems to have had an effect on the governments of Nova Scotia and Newfoundland, but oddly enough not on that of New Brunswick. Both Nova Scotia and Newfoundland have announced they would henceforth put the accent on agriculture and the fishery. The persistent and justified image of Atlantic Provinces governments as suckers available to be taken for a ride by any industrial hustler apparently became too much to take.

It's true that the government of Nova Scotia wants desperately to get a supersteel complex at Gabarus--something it most probably won't get--but it doesn't see this as a save-the-world-in-one-shot affair. Rather, Gabarus is needed to keep industrial Cape Breton afloat: the very same government has compromised industrial Cape Breton by allowing the \$150 million renovation at Sydney Steel to be botched. Gabarus is a last gasp, not a breath of spring.

In New Brunswick, the government appears to have learned nothing from the development disasters of the past 20 years. It's almost too much to believe, but since the Bricklin fiasco in the fall of 1975 the government has pumped money into over a dozen industries which have collapsed. There are more to come.

So things have come to an impasse, as inevitably they would. The believers in giveaways are relatively silent, although they haven't disappeared by any means. I was talking to one economist at the University of New Brunswick recently who said what we need is more of the same: more subsidies and grants to industry, particularly to manufacturing industry, but with stricter controls. The fiascoes of the past two decades were due to "lack of proper industrial intelligence" on the part of governments, he said.

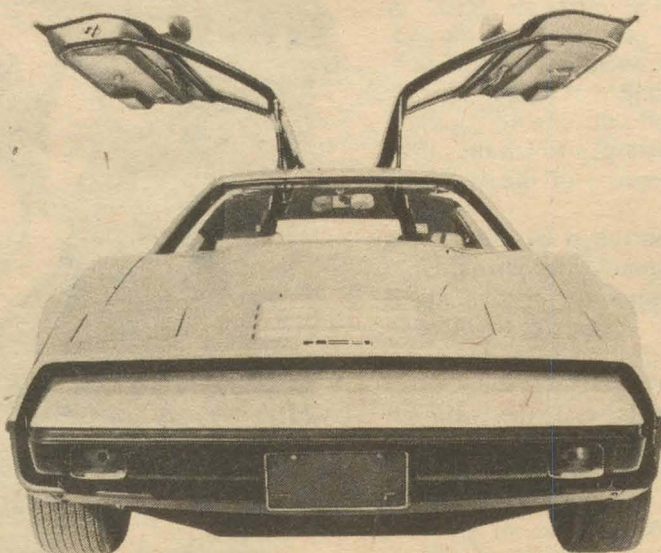
After the first industrial spectaculars--the Glace Bay heavy water plant and Clairton Sound--or perhaps even after Joey Smallwood's

abortive attempt to raise cattle on the barrens of Newfoundland, one might have been tempted to accept this argument. Surely, more industrial intelligence and evaluation capacity is needed. But after the continual refusal to learn from experience which is exhibited by the New Brunswick government even now, what hope is

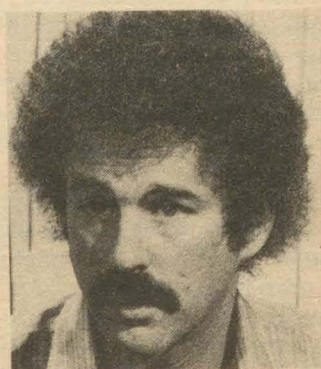
the primary resources of farming and the fishery.

In some ways this is an unspoken admission of the failure of industrial development. It should have been done before, not after, billions of dollars went down the pipe on hare-brained schemes.

Strengthening the farming and fishery



Malcolm Bricklin and his "safe sports car for the average Joe". It cost New Brunswick taxpayers \$20 million. (Some sports car -- some average.)



there that better industrial evaluation would make any difference? Besides, how are Atlantic Provinces' governments going to match the resources of multinational companies?

Which Direction?

The winter of '77 has, then, turned out to be a watershed. What will happen now in terms of developing the economies of the Atlantic region? (and I use the word development in a broad sense; with author Frances Moore Lappe I say "development; of not being vulnerable to forces that are outside your control. Development is growth in self-reliance." In other words, industrial complexes can often enough be counter-development).

Will we see another burst of more of the same? Will DREE and provincial governments give up altogether? Will we see an exodus of people away from region--to Alberta this time instead of to Boston and Toronto? Will we see a mix of all these?

Or will our governments attack the problem in completely new ways, ways that emphasize human development rather than passage of tax money to multinational corporations, that encourage development on a human scale of things rather than according to the myth hammered ceaselessly into our ears by the daily press that all we need to do is be nicer to the multinationals and they'll all rush in here and save us. It is true that thanks to the complicity of national governments, multinational corporations are indeed "where the money is." It should be--through our purchases and our bank deposits we hand it right to them. We have no choice. That's the money which legitimately should be staying here and should be used for capital investment. But using more of our money to bribe these corporations to come here is simply staying on a vicious circle with no hope of ever getting off.

Back to Basics - Fishing and Farming

The governments of Nova Scotia, Newfoundland and P.E.I., and to some extent that of New Brunswick--its failures aside--have in the past couple of years been putting more emphasis on

sectors, encouraging ocean-oriented technology, aquaculture and sheep farming are all good signs. But ultimately that alone won't do it.

Just as in the farming sector the aim is to produce locally what we consume here instead of lugging it in from halfway around the world, the aim should be similar in manufacturing: the creation under, any form of ownership that will work (small business, government or worker-controlled industry, various mixtures of productive capacity aimed first at supplying the Atlantic market and only then at exporting).

Here we will run immediately into another official myth: only large export-oriented production facilities (necessarily owned by multinational corporations) can produce, because only they can take advantage of "economies of scale".

But there are small industries in the Maritimes which serve the regional market. How do you explain them? Why can't there be more, given government interest in them?

And the "economies of scale" argument is one that--whatever reality it did have--is weakening all the time. The unadmitted presupposition propping up "economies of scale" is the existence of cheap fossil fuels. These are no longer cheap. Transportation into the Atlantic region is going to get more expensive too, making imported goods more expensive.

There is an opportunity here to produce locally, on a scale appropriate to the region, developing local talent manpower, and resources. But our governments would have to show

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Atlantic Issues

In Atlantic Canada we are accustomed to thinking that we are the underprivileged partner in Confederation. The aim of this newspaper is to examine how and why this is the case.

Compared to most countries in the world Canada is wealthy. And indeed we see everywhere around us superficial signs of wealth. Yet Canada is integrated into an international economic system which has failed to satisfy the needs of the majority of the world's inhabitants. Many of the problems created by this system appear within our own borders: high unemployment, run-away inflation, gross inequality of income, industrial disease, waste, pollution, crowded cities, and so forth. In a peripheral region like Atlantic Canada these problems are compounded by what is usually called "economic underdevelopment."

The term "development" as commonly used is associated by most people with things which do little to improve their daily lives: the construction of an airport, a nuclear power plant, a shopping centre, a clover leaf, or massive but unattractive buildings like Scotia Square in Halifax or Atlantic Place in St. John's.

The editors of *Atlantic Issues* favour a different form of development: the creation of types of work, consumption, accommodation, transportation, health care, education, and leisure which bring a genuine improvement to the quality of people's lives. We also favour a form of development which will enable common people to acquire some real control over the society in which they live. This control is now the almost exclusive preserve of the rich and powerful.

The daily newspapers in our region are controlled by individuals who have a vested interest in the existing economic structures. Only rarely then do they discuss regional issues from a perspective which does not take these structures for granted. We hope to provide Maritimers and Newfoundlanders with a type of information and analysis which they cannot easily find elsewhere.

The principal concern of *Atlantic Issues* is that the existing economic and social structures are not working to the advantage of the majority of Atlantic Canadians, that the region is both underdeveloped and the object of a type of development whose principal beneficiaries are the wealthy. We intend to publish straightforward, critical views of many different aspects of life in Atlantic Canada, and where possible, to suggest ways in which our quality of life can be improved. Occasionally we shall also publish articles concerning the problems of other countries and their relation to our own.

Atlantic Issues welcomes comments from its readers on the articles published in this first edition, and we invite submissions from persons who share our concerns.



Atlantic Issues is published quarterly by the local Oxfam committees of the Atlantic region in co-operation with the *Dalhousie Gazette*. Opinions expressed are not necessarily those of Oxfam-Canada, the *Dalhousie Gazette*, or the editors. Special thanks are extended to the Dalhousie Association of Graduate Students, to the Dalhousie Student Union, and to individual donors for their generous financial support.

Atlantic Issues is distributed free of charge throughout the Maritime provinces and Newfoundland. It is independently financed through individual and group donations, and we will be very grateful for any contributions from readers. Letters to the editors, manuscripts, and donations should be sent to: *Atlantic Issues*, Oxfam-Canada, Box 18000, Halifax, N.S., or Box 18000, St. John's, Nfld.

Editorial board for this issue: Wayne Edgar, Steve Greene, Harvey MacKinnon, Eleanor MacLean, Jim MacLean.

We would like to thank the following people for contributing to make this issue possible:

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Ralph Surette
Silver Donald Cameron
Val Mansour
Blair Mitchell
Dave Gutnick
David Smith

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Donna Treen
John D'orsay
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Are you getting a fair share?

Distribution of income in Canada is becoming more and more unequal according to the latest Statistics Canada report.

The report reveals that the richest 40 per cent of our population received 67.7% of the national income in 1975 while the bottom 40 per cent got only 14.5%.

If we look at the top 20% we find they received 42.4 per cent of the total national income, while the bottom 20 per cent got only 3.9 per cent.

One of the most significant findings in the report is that the share of income going to the upper two-fifths is higher than it was in 1965. The bottom two-fifths are receiving less proportionately than they were in 1965. What this means is that the distribution of income in Canada is becoming more and more unequal and the gap between the

rich and poor is widening. The tax system is not correcting this inequality.

In fact it is doing just the opposite. The corporate sector's share of the national tax burden has been declining steadily as a result of tax write-offs and accelerated depreciation allowances.

In the fiscal year 1951-1952 the corporate sector contributed 54 per cent of income tax revenue, while the personal income taxpayers supplied 46 per cent. Since then the corporations' share has dropped to a little over 30 per cent, while the personal income taxpayers share has risen to nearly 70 per cent.

Corporate profits rose from \$7.7 billion in 1970 to \$17.8 billion - an increase of 131%. This huge increase has happened at the same time as their share of taxes has gone down.

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that they were interested.

By and large they're not interested. Sooner or later they may be forced to get interested. But by that time the best opportunities may have slipped by.

The Nova Scotia Federation of Agriculture has proposed that an Atlantic Provinces Development Corporation be formed to encourage local production of many things we

now import. Atlantic provincial governments should take that proposal seriously. They should--collectively or individually--compile a list of goods we import that could be produced here, and then aim at starting up such production.

One thing is certain: a new burst of "more of the same" will bring about more of the same results--a transfer of the common people's wealth to an outside industrial elite, and no development progress in the Atlantic provinces.

Energy policy

Is self-reliance a myth?

by Blair Mitchell

The wheels of Atlantic Canadian industry have never been able to gather quite as much momentum as their counterparts in the St. Lawrence River Valley or the north central United States. When the North American business system sputters, our factories are among the first to close. When trade elsewhere begins to revive, our plants are the last to be retooled.

It's been that way since before the twentieth century. Atlantic pulp is exported to be returned as high quality paper. Gypsum returns as wallboard. Steel bars as finished, tooled machinery. Exported raw materials carry jobs and industrial development with them. And recently energy has been added to the list.

The debate before Nova Scotia's Public Utilities Board into the provincially owned Nova Scotia Power Corporation's application for a rate increase has been examining power development and distribution alternatives in a depth never before seen in this province. Ramifications flow far beyond its borders. The range of alternatives to present policy is wide and proposed curatives to the highest power rates in the country end in a hopeless tangle. But one thing is becoming increasingly clear: as far as possible energy must be controlled here, according to policies that suit this region.

Dalhousie economist and former NDP candidate Mike Bradfield explains it this way: "Energy is a commodity like anything else. When you are dependent on someone else to help you develop that commodity, or to buy your commodity, or to sell you that commodity, your priorities are being determined by that someone else. Anything that helps to break that dependence almost automatically would promote development here."

Alliance for Power

The agreement on the need for local control of the power industry has produced an interesting alliance between the NDP and regional environmental activists. The NDP has come to be aware of the connection between a quality of life measured in decent housing and jobs, and what is ecologically appropriate.

The roots of the alliance lie in the environmentalists' "small is beautiful" slogan. This idea fits neatly into the Nova Scotia NDP's policy of encouraging local businesses to counter the

"Baron de Rothschild would get the profits, the United States the power, and the Maritimes the ecological disaster."

influence of large—and in their view—undependable employers from outside the Atlantic region. These employers do not hesitate to shut down when subsidies run out or wages rise. This gives the party the advantage of a short term political target.

As Marty Dolin, Nova Scotia politician and special assistant to provincial NDP leader, Akerman, puts it: "those dinosaurs at the Power Corporation think that anything that doesn't come from a furnace or a generator—that goes for their own ideas as well—is 'exotic'! Alternate technology (wind, solar, waste produced methane power) is practical; there's no reason it couldn't be produced here."

Dolin advocates small power developments on rivers that are generally thought insufficient to produce hydro power. "Hell, we went out and mapped some of them. They're producing generators in Sweden that are small but could produce enough electricity to keep the town of Bridgewater going."

Susan Holtz, co-ordinator of the Halifax-based Ecology Action Centre's energy committee was one of the prominent members of the centre's team at the PUB hearings. Susan is less voluble than the politician who shares her views.

"I can't give you a picture of what an east coast self-reliant in energy would look like," she said. "I believe that change comes piecemeal and not once and for all."

"But there was a time when these provinces

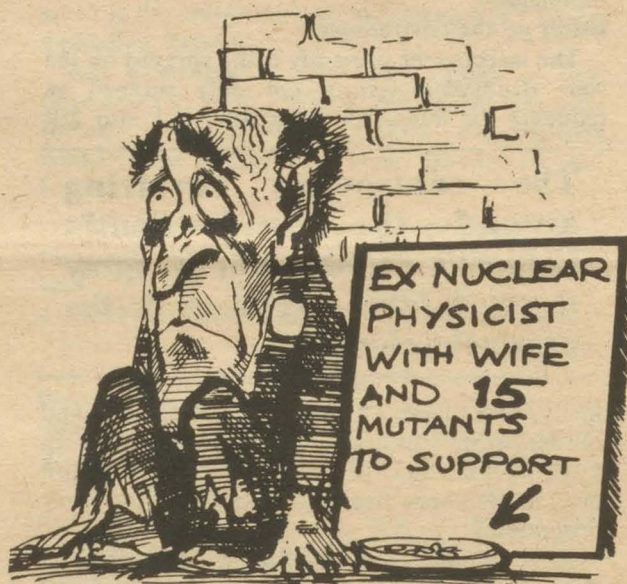
produced all their own energy. If you needed horse power, you raised work horses. We don't propose returning to the campfire and tent, but there are ways of making modern technology fit that lifestyle." There was a time when windmills were used extensively on Prince Edward Island. "There's no reason modern technology couldn't build on that," she says.

Progressive P.E.I.

The island has become a national centre for alternate energy research. With the help of federal agencies, the province is putting hundreds of thousands of dollars from its small budget into wind and solar energy research. That makes the province the darling of Maritime environmentalists.

The island's Institute of Man and Resources, which supervises the provincial energy research plan, is headed by Premier Campbell's former executive assistant, Andrew Wells. Still widely recognized as Campbell's right hand man, Wells' role in the project gives it a status second to none.

To some people the Institute's activities crystallize all the things that Islanders don't like about the province's development plan. One former government employee has said about this plan, "The government thinks nothing will come of their money unless they spend it on ideas,



experts and products that come from outside. The Institute of Man and Resources is no different."

Ecology activist Holtz disagrees. "Maritimers like anyone else want to see something work before they change their plans. Talk to some people in the neighbourhood of the Ark—an Institute-funded experiment in energy and food self-reliance—you'll find a completely different attitude. People are trying out the things they see for themselves".

If the love affair between one Island and environmental activities is intense now, it wasn't always that way. A year and a half ago, Prince Edward Island and Nova Scotia each owned shares in the first nuclear plant to be built in the Maritimes, Point Lepreau. The political furor raised over the development, together with rapidly escalating capital costs caused both provinces to pull out of the project. However, they still plan to buy the power generated by the plant.

Point Lepreau is planned to meet projected increases in power demand for New Brunswick alone. Plans were that the province could offset costs by selling to the United States while waiting for domestic demand to rise.

It was the kind of plan that a few years ago would have met with the approval of the NDP. It is large, it provides construction jobs, and afterwards, well, there would always be some revenue from sales.

Halifax journalist Ralph Surette calls prestige power developments the logical inheritance of pork barrel politics.

"It looks good, it panders to the Bob Coates Chronicle-Herald mentality, and it gives political muscle—in the short run it sounds great. In the long run, the power and the profits are all exported. What's left is bands of construction

workers roaming from project to project."

"Decentralized power production—small power plants, the alternate energy systems—creates more and continuing jobs, as opposed to turbines you bring in from Russia or God knows where." Surette continues. And so it is with Point Lepreau. The New Brunswick government is saddled with the major costs of the development. Federal contributions, originally planned to total half the costs of production, were frozen at the original estimates of the costs of the plant. Now

"It looks good, it panders to the Bob Coates - Chronicle-Herald mentality, and it gives political muscle...in the short run it sounds great."

the plant is oriented towards the New England market when New Brunswick is already exporting the equivalent of four fifths of Nova Scotia's annual consumption at a cheaper rate than Newfoundland power sold to Nova Scotia and PEI, even if Quebec and New Brunswick transshipping rates are taken into account.

U.S. Control?

There is the danger, of course, that the northeastern U.S. could become dependent on New Brunswick power. There is the potential of a Richard Rohmer scenario," says Ecology Action Centre's Holtz.

But far, far more dangerous is the possibility that the plant now under construction could become a large and very expensive white elephant.

"Power usage in many parts of the United States is declining rapidly as conservation and increased costs take hold. Even the New Brunswick power projections for which the plant was built may never be realized," she continues.

The situation at New Brunswick's Point Lepreau closely parallels that of the potentially costly Fundy Tidal development. As one local writer has characterized it, "Baron de Rothschild would get the profits, the United States the power, and Maritimers the ecological disaster."

Environmentalists view alternate technology, easily produceable here and very simple in design, as an alternative not only to environmentally damaging power development, but as a way of countering corporate concentration.

"I would hate to see what would happen if EXXON got control of alternate energy," says ecologist Holtz, "Imagine every five years equipment breaking down just in time for the latest model change. Decisions about power source design and production should be made where they will be used", Holtz says.

"Above all, whatever programs are adopted, we must do our best to see that as far as is possible, the Atlantic provinces control their own energy development...for themselves."

Whether and how such a development would come about remains to be seen. Large in itself,

"Those dinosaurs at the Power Corporation think that anything that doesn't come from a furnace or a generator—that goes for their own ideas as well—is exotic."

PEI's contribution to energy research is a pittance in comparison with the vast resources of distant governments and corporations. History has shown that it is capital and political power, rather than technological expertise, which are the determining features of development and underdevelopment around the world.

The pattern is no less true here. Whether the emphasis on alternate technology by the environmentalists, and particularly by the NDP, can promote self-reliance remains to be seen.

But whatever the technique used to attain such self-reliance, one thing is very clear: as far as possible, we must control our own power.

Budworm spraying

The battle of the year

by Mike Donovan

On February 3rd, Premier Regan announced in a province-wide television and radio address that it was the decision of Cabinet not to "approve an aerial spray programme for the Cape Breton forests at this time". He described the decision as "the most difficult one Cabinet has ever had to make".

Reaction to the announcement was varied. Lief Holt, President of the Nova Scotia Forest Products Association, said it was "a very sad day

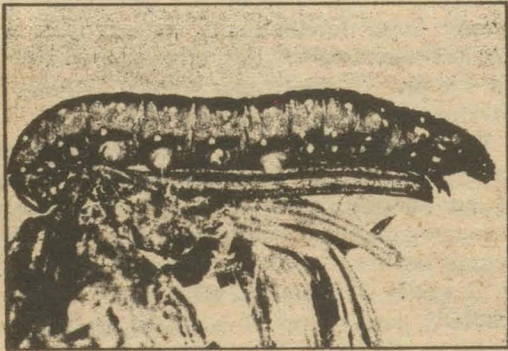
To date, five of the ten New Brunswick children afflicted with the disease have died.

for the forest industry of Nova Scotia". John May, a member of Cape Breton Landowners Against the Spray, said "Our position all along has been that the way to overcome the budworm is to properly manage the forests and not to spray them."

Premier Regan's decision put a temporary end to two years of controversy which began in the spring of 1975. At that time, the Cabinet was under pressure from Nova Scotia Forest Industries (N.S.F.I.), a Cape Breton company owned by Stora Kopparberg Bergstags A.B. of Sweden. Finally, the Cabinet approved an application to spray large tracts of forest land in western Cape Breton which were showing signs of spruce budworm infestation.

The chemical to be used was Fenitrothion, a pesticide that has had very little research done on it. It was introduced in the late 1960s by the forestry industry to replace DDT.

When the government announced approval of a spray programme, local grassroots environmental groups voiced strong disagreement. Their disapproval fell on deaf ears until the Cape Breton Post printed a news leak concerning the chemical. A medical research team from Halifax had linked



The budworm

the emulsifier used in the spray to a children's disease known as Reye's Syndrome.

The research team at the Izaak Walton Killam Hospital for Children had been alerted to the possibility of the connection between the spraying and the disease when it became apparent that all ten of the children admitted to the hospital in recent years with the rare disease were from New Brunswick. That province has carried on an active spray programme since 1952.

To date, five of the ten New Brunswick children afflicted with the disease have died.

The controversy revolving around the Nova Scotia Cabinet's decision not to spray revealed other skeletons in the provincial closet. Charges of forest mismanagement and governmental sell-out of cheap Crown forest land to foreign multinational companies have been mixed with demands for a profound re-examination of the direction of Nova Scotian policy on development of its resources and the environment.

L.S. Howbolt, the recently retired administrative assistant to Nova Scotia's Deputy Minister of Lands and Forests says, "Good forestry practices, not chemicals, are the answer to budworm-proofing."

Dr. Stephen Manley, a silviculturist with the PEI Department of Agriculture and Forestry, is a little more graphic. He describes the spruce budworm infestation as a "blessing in disguise". He says, "the spruce budworm epidemic is telling

us that something is wrong with our forests".

The history of the budworm

The spruce budworm is not a new phenomenon in Atlantic Canada. In 1922, J.D. Tothill, following the outbreak of 1910-1921, observed, "It is plain that the next outbreak may be expected when the existing fir reproduction now being released...becomes tall enough to pass through the crown of the forest so as to form an immense food supply for the insects. On the basis of average annual growth, the next general outbreak may be expected at any time, after the lapse of about thirty years."

True to prediction, in 1952, precisely 30 years later, the budworm attacked again. New Brunswick said "yes" to the spray; and Nova Scotia said "no".

Since 1952, New Brunswick has sprayed every year (except 1959). Over twelve million pounds of DDT and almost eight million pounds of organo phosphates (Fenitrothion) have been dumped on the forests of New Brunswick. Last year alone, the spray programme cost almost nineteen million dollars.

In Nova Scotia, the budworm infestation collapsed from natural causes after five years. An estimated 100,000 cords of fir were killed, of which 60,000 were safely salvaged (the budworm eats only the needles; the wood remains untouched).

Effect on the environment

The insecticides presently being sprayed on the New Brunswick forests not only succeed in reducing the budworm population but also kill

The controversy revolving around the Nova Scotia Cabinet's decision not to spray revealed other skeletons in the provincial closet.

many other species of insects, including bees, and the budworm's own predators and parasites. In Cape Breton, the Beekeepers' Association, with over 50 members, has actively opposed the spray programme.

Although the insecticide has no direct effect on flora and fauna, it interferes with the forest eco-system in many subtle ways. For example, the spray deprives birds of insects which are their natural food supply. In 1975 alone, three million birds are reported to have been killed as a result of the spray programme.

Plants also depend upon insects in many ways. Certain commercial species, such as blueberries, are highly susceptible to variations in the insect population. Last year, a New Brunswick blueberry operator, Cole Bridges, won a lawsuit against the Province and Forest Production Limited amounting to \$58,000.00 for damages to his blueberry crop as a result of the spray.

There are some who say the spray's effect on the environment is exaggerated. Romeo LeBlanc, Minister of the Federal Department of Fisheries and the Environment, has said that the bird population will recover in five short years, while it takes 80 years for a forest to recover. New Brunswick Industrialist, K.C. Irving believes the spray is harmless and ineffective. "No better than dishwasher" is his comment.

Although Nova Scotia recovered from the 1952 budworm attack, the insect re-emerged in Cumberland, Annapolis, and Kings Counties in 1970 and in the Cape Breton Highlands in 1974. In the winter of 1975, N.S.F.I., which has a virtual monopoly over cheap Crown land forests and which operates the Point Tupper Pulp mill, directly and indirectly employing 2,000 Cape Bretoners, applied to the provincial government to spray 100,000 acres in the north-central part of the highlands. The license was approved but shortly afterwards cancelled at the insistence of provincial Health Minister, Allan Sullivan, when the Reye's Syndrome connection was made public.

The battle of the year then began. On the one side: N.S.F.I., a woodlot owners' association, the

Canadian Paper Workers' Union, Cape Breton contractors and truckers. On the other side: environmental and landowner groups, Cape Breton oyster and sheep farmers, Cape Breton beekeepers, some vocal members of the Nova Scotia medical establishment, and a local group of concerned mothers.

At the height of the dispute in the fall of 1976, much contradictory evidence was being presented



Over 500 people attended a meeting in Port Hawkesbury, N.S. on Jan. 23 to discuss the budworm spraying. It is believed that the meeting was instrumental in Regan's decision not to spray.

by both sides. On December 2nd, Erik Sunblad, President of Stora Kopparberg, gave a press conference in which he said the pulp mill would have to phase out its operations, unless the budworm was brought under control with "properly controlled insecticide spraying".

Cape Breton Landowners Against the Spray, however, pointed out that the mill requires 300,000 cords of wood a year and that even if the budworm kills 50% of the trees (which is unlikely), then there will still be 9 million cords left standing in the Cape Breton Highlands. They argued that furthermore, wood can easily be imported from the mainland, where overmature stands are rotting uncut. In addition, they claimed that with a vigorous salvage operation, 20-40% of the dead trees can be salvaged over the next five years.

N.S.F.I. replied that the company does not have the capacity to process that much wood. They expressed this view in full-page newspaper ads carried in local newspapers, titled "Spruce Budworm — What are the Facts?"

The dispute over whether to spray or not to spray became a battle of facts and projections — each side predicting disaster if the other side's course of action was adopted: economic disaster on the one side and ecological disaster on the other.

In the later stages of the controversy, the tide began to turn in favour of the environmentalists

The dispute over whether to spray or not to spray became a battle of facts and projections — each side predicting disaster.

and the forest-management advocates. A rumour circulated that some cabinet ministers, including Lands and Forestry Minister Vincent MacLean, threatened to resign if the spray lobby won the day in Cabinet.

At this stage, N.S.F.I. suddenly changed course midstream, abandoned its defence of the chemical Fenitrothion, and began advocating the use of another pesticide, Sevin, which required no chemical-based emulsifier. Sevin, a more expensive pesticide, is currently in widespread use in Maine.

At this time, other insect control substances came to the attention of the public. Among these were Tetradecenal, an insect sex attractant and BT (*Bacillus thuringiensis*), an anti-budworm organism. Both Sevin and BT were immediately discredited as being too under-researched to warrant use. The American Environmental Protection Agency in Washington, D.C., stated that Sevin was "suspect right now". Dr. Earle Reid, Chief of Medicine at the Halifax Infirmary, pointed out that Sevin's use in Nova Scotia had already resulted in poisoning cases which had

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Government policy unclear

Joint ventures threaten fishery

by Bob Wakeham

ST. JOHN'S, NFLD. -

-Because of a basic mistrust of government and the fact that Newfoundland has a history of betrayal and sell-out of its resources, the fisherman's union here is not exactly jumping for joy at the prospects of joint fishing ventures between Canadian and foreign companies.

Joint fishing ventures allow foreign fleets and fishermen to catch the Canadian quotas of fish which this country's undersized fleets cannot handle. Under the joint venture, this fish would then be processed in Newfoundland, thus creating jobs in the fish processing sector, but not in the fishing or fishing-related sectors.

The Newfoundland Fishermen, Food and Allied Workers Union, numbering 10,000



Joint ventures could triple employment in fish processing for Newfoundland, but pose a definite threat to the development of the fishing industry as a whole.

members is committed to the policy that would have all the resources in the Northwest Atlantic harvested by Canadian fishermen in Canadian owned and operated vessels.

"Our real concern about the joint ventures," says union president Richard Cashin, "is a basic mistrust of government."

Neither the federal nor the provincial government has a comprehensive fisheries policy, he said in a recent interview.

The union also distrusts the fish corporations, pointing to the fact that although the companies initially opposed joint ventures, they all jumped on the supportive bandwagon once the first of the so-called pilot projects involving a foreign country was approved.

"The minute the first one was approved, they all wanted one," Mr. Cashin noted. "They're

only profit and loss-oriented."

The federal government claims that these first co-operative arrangements with foreign countries are simply a "data-gathering tool to assist in building a brighter future for Canadian fishermen."

They say they will move cautiously in approving any applications from Canadian

"If we don't see concrete evidence of a comprehensive policy developing," Mr. Cashin said, "we will oppose any venture in 1978 and we have the power and influence to stop them."

companies to become involved with the foreign fleets.

But the concern of a great many people in Newfoundland is that these pilot projects will eventually be expanded, despite Ottawa's contention that they are only to be utilized as a learning experience, and will lead to a dominance of the Canadian fishing by foreign vessels, at the expense of the fishermen.

With the large foreign vessels catching part of the Canadian quota and landing it in Newfoundland fish plants, government will continue to put what is described as the "development" of the Canadian fishery.

But according to the union, signs of that development must become definite in the near future or it will not support any further co-operative ventures between Canadians and foreigners.

"If we don't see concrete evidence of a comprehensive policy developing," Mr. Cashin said, "we will oppose any venture in 1978 and we have the power and influence to stop them."

The basis of the union's present co-operation and future co-operation, Mr. Cashin has told Premier Frank Moores, is that there must be a clear and practical indication that the government of Newfoundland is willing to develop a comprehensive fisheries policy, "something which in our view has not been tackled completely at any time in our history."

The union has also told the province that certain basic principles should be incorporated in such a plan, including an immediate indication from government that steps will be taken to increase catching capacity in Newfoundland, either by purchase or leasing of European trawlers or building new trawlers and new mid-shore and near-shore vessels.

Government should also establish a provincial marketing agency consistent with the principles laid down by the federal government of consolidation of marketing, the union says.

It feels that one large Newfoundland

marketing agency in which the private companies and governments will have equity, plus representation from the fishermen, would be an ideal structure to supervise and to develop a marketing strategy for Newfoundland producers.

Government should also take the initiative in developing a new system for the establishment of fish prices to primary producers.

The union feels that the future development of the inshore and near-shore fishery, particularly on the Northeast Coast, depends to what extent we permit the northern stocks to regenerate so as to favorably affect the growth of the inshore fishery.

"We are not satisfied that the federal government has given us all the information and the alternate courses of action open to Canada with regard to the management of our northern cod stocks, particularly as they affect our inshore fishery," Mr. Cashin has told the premier.

He said it is the belief of many that fishing northern cod stock in the winter months should be banned and that the benefits to Canada of a regenerated northern cod stock will be immense.

"There is a school of thought that believes Canadian fishermen can catch this fish at times other than the winter months and that, therefore, there would be no need for ice-strengthened vessels of foreign fishing effort," Mr. Cashin said.

Generally speaking, Mr. Cashin said, "if Newfoundland can devise a comprehensive fisheries policy, then ultimately we will be catching and processing the fish off our shores."

If this is to be successful we will need new market development and technical assistance, he said, and it is with these objectives in mind that the union is prepared to consider the joint venture pilot project.

"We do feel it would be unfortunate if the rationale for this was the creation of a few extra

"We are not satisfied that the federal government has given us all the information and the alternate courses of action open to Canada with regard to the management of our northern cod stocks, particularly as they affect our inshore fishery."

jobs," he said. "We believe that the time has long passed when we should stop the repetition of this same old line and start to develop our own strategy for survival."

Well up to 8,000 people are now working in the island's fish processing industry. That number could possibly be tripled if foreign-caught fish are processed on the island.

continued from page 4

been treated at the Halifax Infirmary. The sex attractant substance which confuses the budworm moth so as to effectively prevent mating is currently under study at St. Francis Xavier University, under the direction of Dr. Brian Lynch, but at this stage, this substance is considered to be prohibitively expensive.

Finally, on February 3rd, the decision came down from Cabinet and the first round went to the environmentalists and forest management group. What will happen now?

The future

Since 1970, Kings, Annapolis and Cumberland counties have suffered outbreaks of budworm infestation which are believed to have arisen through moth fights from New Brunswick and surprisingly, each spring, the forests have recovered. Also, a cold, wet spring this year could kill the budworm population (the insect thrives in hot, dry weather). L.S. Hawbolt has stated that the budworm food supply is very delicately balanced and that "the tree need not be even severely defoliated for the young budworm to starve for lack of food".

Also, the budworm controversy has contributed to a rethinking of the efficient use of Nova Scotia's forests. It became clear during the spraying controversy that Maritime forests are, in fact, grossly under-harvested. Private woodlot

A third world travel lesson

For example, the first world travel agents used to tell the ladies of china that their feet were naturally small which meant they weren't destined to go out into the world

The global experts recommended instead a simple vacation around the house and vigorous exercise on other parts of the anatomy

like the knees for serving
like the knees for praying

Susan Perly

owners throughout the province registered over and over again one complaint — no market for their wood.

Dr. Stephen Manley suggested a solution: "There is enough dead wood in the forests here (in P.E.I.) to provide all the electrical energy needs of this province for at least a year, and besides that the wood that is dying annually could pretty well keep the burners going to provide electricity if it could be harvested."

Clarence Porter, past President of the Nova Scotia Forest Products Association, said "there is enough low-grade hardwood in this province to maintain wood-burning plants indefinitely". He added "plants using wood for fuel would harvest a renewable resource which is plentiful in Nova Scotia."

One thing is clear: the future looks good because with proper management, Maritime forests can be made "budworm proof". L.S. Hawbolt has said "the problem is a complex and long-term one. A farmer can plant a seed in the ground this spring, and harvest the produce in the fall, but with the forest for a field, it takes a whole generation to see the end result."

Silver Donald Cameron

Real development begins with people

We asked Cape Breton freelancer Silver Donald Cameron to contribute to *Atlantic Issues*, and found him racing to finish a book. "But I've already said my piece about development," he remarked, "in a little essay I did for a similar supplement of *The Scotia Sun* in Port Hawkesbury, back in 1974. The details of it are a little dated now — John Shaheen is evidently out of business, and Premier Regan is distinctly less bullish about the joys of heavy industry. But I think the general view of development I outlined there is at least as apt in 1977 as it was three years ago."

Perhaps Cameron's essay will remind our readers that these issues don't go away. They bedeviled Nova Scotians twenty years ago, and they will probably face us twenty years into the future, too.

by Donald Cameron

On a chilly, sunny day last October I stood on the end of a rotting dock on the Lennox Passage side of Janvrin's Island, and looked around me at the flaring reds, burning yellows and incandescent greens on Rabbit Island, Strawberry Point and the far shore of Inhabitants Bay. The sea rolled past, slate-grey with flecks of white; a nippy breeze pushed the odd puff of cloud across the sky. Behind me were two houses, one falling into ruins, the other neatly painted. Aside from those two houses I could see no sign of man and his works.

I suppose I am wrong to think that such places and such occasions are good for the soul. No doubt the imagination of a man like John Shaheen would be fired by the knowledge that over along Inhabitants Bay that slate-grey sea concealed depths of sixty or seventy sheltered feet within a few yards of the shore, that a stone's throw from the end of my rotting pier of water is forty feet deep. Gerry Regan, who is proud that the population of Nova Scotia has finally nudged over 800,000, would frown in concern to see all that territory unoccupied; Regan may be the only politician left alive who is still in favour of the population explosion. John Buchanan would alight from a helicopter with a big smile like the one he recently conferred on the ponies of Sable Island, and vow that he could do everything Regan could do, but faster.

Quiet Please!

If they would all just be quiet, we could hear the sound of the keening wind, the whoosh of the little waves, the cry of a single seagull. You can't hear that in Boston, in New York, in Baltimore. In cities like those, the people are going crazy, raping and mugging and killing one another. It's true even in staid old Canada: a week in Toronto is enough to give you heartburn, a quick tour of Montreal reveals a fetid river filled with garbage, a clutch of oil refineries, an Olympic extravaganza siphoning hundreds of millions of dollars while the people crouch in crumbling warrens, bombing mailboxes and strangling cabinet ministers every now and then in a desperate bid for attention.

I haven't been back to my rotting dock on Lennox Passage this spring, but I gather the view has changed; on the far shore they are ripping up trees and bulldozing the ground for a

"Shaheen's people...expect to make something like \$50 million a year on that refinery, and they bitch because Nova Scotians won't sweat their guts out to build it for them for peanuts."

Dow Chemical salt plant. From the other side of Janvrin's Island you can see the spreading scar, like a giant cancer, that marks the clearing for John Shaheen's new refinery, to be built by an Italian contractor using British equipment, so that oil from Kuwait and Iran can be refined into jet fuel and heating oil for the markets of Europe and the United States. The tankers will no doubt be registered somewhere like Liberia, where taxes and inspection standards are loose.

Nova Scotians, of course, are not entirely forgotten. We get to guarantee \$40 million in loans, and we built a \$30 million dock. Our real

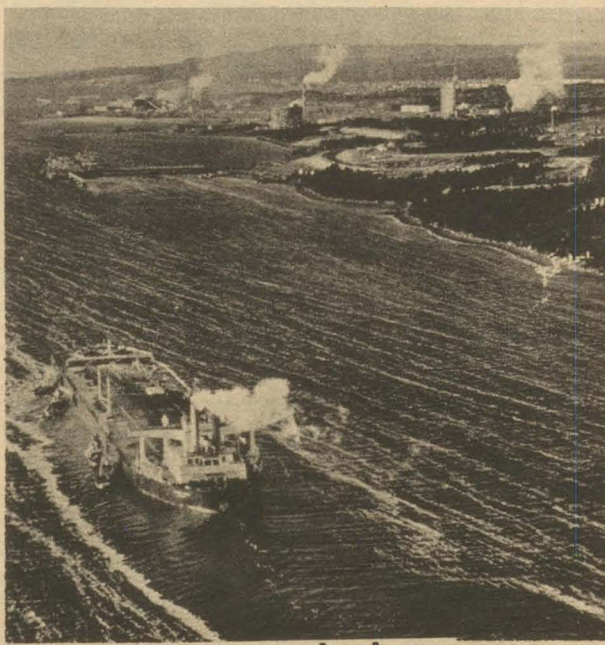
reward, though, is jobs -- clearing the land, for instance, our land. A friend of mine recently thought of working on the project. He discovered that a gang of six men would be paid so much per acre -- and had to walk in to the site on their own time. The pay would be decent only if they worked outrageous hours. He decided not to bother. The refinery, incidentally, will cost \$250 million or so, and Shaheen's people expect that money back within five years or so. They are worried about the productivity of Nova Scotia labour, they say.

Think about that for a moment. They expect to make something like \$50 million a year on that refinery, and they bitch because Nova Scotians won't sweat their guts out to build it for them for peanuts.

Cape Breton labour, they say, is volatile, unpredictable, unreliable: but hardly anyone asks why. If anyone did ask, he'd quickly find

"They didn't come to give us jobs: they came because they think plants here can make money, and for no other reason."

out that Cape Breton has a history of abuse at the hands of giant international corporations -- like the British Empire Steel and Coal Corporation (BESCO) and its successor, Dominion Steel and Coal (DOSCO). Ask any old miner in Glace Bay about the "labour troubles" of the Twenties, and he'll tell you why they might better be described as "company troubles". BESCO would cut wages by 40 per cent or so, and then, when the miners went on strike, cut off their credit at the company stores, set goons on them with iron bars and revolvers, cut off the water and power to their homes, and if necessary call in the army.



Port Hawkesbury

Today's companies aren't like that, we're told -- and certainly the modern corporation is more refined. Today the companies use the courts rather than the army, but ask the fishermen of Canso, Mulgrave and Petit de Grat whether Booth and Acadia Fisheries showed any different attitude during the 1970-71 trawlermen's strike. And if the new industrial jobs are so glorious, why does Michelin still have to spend exorbitant amounts of money advertising for workers at its Granton and Bridgewater plants? Why is the labour movement so hostile to Michelin, and why is Michelin so firmly opposed to unions in its plants?

The Industrial Leopard

The industrial leopard hasn't changed his spots. He purrs, but he's no tabbycat; he's still a leopard. All the new plants either in place or proposed for the Strait are multinational corporations devoted to making a profit for their owners. They didn't come to give us jobs: they came because they think plants here can make money, and for no other reason. The American war planes that fricasseed the villagers of Vietnam ran on Gulf jet fuel and dropped napalm from Dow Chemicals. There's money in

war. Aristotle Onassis left his mark on the Strait in 1970, when the ARROW -- which he owned, through a string of companies -- dumped 17,000 tons of Bunker C here. He didn't pay to clean it up; the taxpayers of Canada paid. There's no money in cleaning up your messes. Now we are told that Onassis, hallelujah, may build a whole refinery here. Surely Canada should present him with a \$3 million cleaning bill before we even allow him to bring ships in here again, let alone a whole refinery.

Sarnia: The Urban Model

But we are governed, it seems, by fools and rascals, by men committed to the idea that it's fair for public resources to be used for private profit. Our leaders, it appears, have an idea of what our community should look like a generation from now: it should look like Sarnia or Pittsburg, places from which people are fleeing to buy property in Nova Scotia. So one huge plant after another is slapped down on the shores of the Strait, and the politicians crow about development.

This isn't development; this is indecent assault. Real development would start with people. Real development would ask who the people of the Strait are, and what they like to do, and what they do well. My own fingertip feeling is that people down here don't like to be regulated, that we respond to the weather and the seasons more than to the time clock. My friends and neighbours will work like mules all day for nothing, to help a friend; they will fish and hunt and garden with ferocious concentration; they will do their own carpentry plumbing, heating and wiring. They are almost never idle.

Industrial Evil

They will also call in sick or strike or go on the poge when they don't feel like working; they will cheerfully put off till tomorrow what might have been done yesterday; and they will often consider everything else secondary to a good party. Personally, I think these are splendid qualities, and anything calling itself "development" should build on them rather than fight with them. Life is not basically a matter of

"This isn't development; this is indecent assault."

mortgages and promotions and payrolls and responsibilities; it's a once-only trip through a magnificent world, and the only reason to spend your time working hard is because you love the work you're doing. Work you don't love is drudgery that cuts into the time you have for real living; nobody in his senses would spend more than a minimum of his time at drudgery.

Yet what does the modern industrial plant offer us except drudgery, for the most part? I spent a couple of summers working in a paper mill in British Columbia; I met some marvellous people there. They built hot rods and motor boats, read poetry and philosophy, played the saxophone, collected antique guns and sang Scottish folk music. They were creative, vital people -- but not during working hours. They considered their jobs a kind of necessary evil, and they went through the working day in a kind of trance. Only when the shift changed and they went home did they become human.

Threescore years and ten: none of us has time to waste. I sat on the end of the rotten old wharf and listened to the gulls and the waves, grateful that I was no longer wasting time putting in a shift in a mill. Then I came home and sat down at my typewriter and worked like a son of Cape Breton, for love and money both. Through the window of my workroom I could see Charlie next door working in his garden, and some children running across my field to the beach.

The people I meet in rural Nova Scotia seem to know in their bones that life doesn't have to mean imprisonment in a mill followed by a play period at home. They reckon it's possible to be human all the time. The real trouble with this bogus "development" which progressively uglifies the Strait is that it doesn't respect the humanity of the people it claims it will serve.

Worse than New York

Sydney: a breath of death

by David Smith

Sydney has the highest unemployment rate of any city in Canada. It also may be the most unhealthy city in which to live. For the moment, though, the latter remains undocumented.

The provincial Department of the Environment placed pollution monitoring devices at a number of locations around Sydney about two years ago. In Whitney Pier, an area close to the provincial government's Sydney Steel Corporation, the pollution index actually exceeded the uppermost level on the recording monitor. The best educated guess of how much ore dust falls on Whitney Pier is 825 tons per square mile per month. The Sydney average is over 100 tons per square mile per month.

Both the provincial and federal governments have the powers to limit the discharge of pollutants. But neither government has felt it necessary to take any action against the provincially owned steel plant.

Based on official statistics, which are often considered to be conservative, Sydney has a higher pollution index than New York or Los Angeles. Health officials in these American cities relate their pollution to chronic and often fatal respiratory diseases. Unlike in Sydney, daily pollution counts are featured on radio and television stations. Residents are urged to



remain relatively inactive during periods of high pollution.

It has been more than a year since the Department of the Environment began a study to determine the health hazards from Sydney Steel's pollution. In the winter of 1976, the local media gave much coverage to the original monitoring which included giving medical examinations to over a thousand residents as well as taking air samples. Since then the press has been silent. Like all of us, they await the long over due test results. When questioned about the delay, government officials simply state that there are a large number of calculations that must be made before any conclusions can be reached.

When the report is finally released the extent of the hazard posed by the government owned steel plant will be revealed. If the report shows that the pollution is above acceptable limits, the government is caught in a dilemma. Sydney Steel was created in order to provide jobs. If the pollution level is too high the plant might have to be closed - at least temporarily. This would be financially disastrous to the area.

The best solution would be to "clean up" the plant so that it would pollute less. But that might cost too much money. In the meantime, Sydney residents continue to run the risk of a serious respiratory ailment.

Rich Fuchs

Discussing 'the price of fish'

Interview with Richard Fuchs, Education Director of St. John's Oxfam Centre

Last spring and summer, a play called "What's That Got To Do With The Price of Fish?" toured Newfoundland and the Maritimes. It was performed by the Mummers Theatre Troupe of Newfoundland, and by the time September came and the show closed in St. John's, it had visited over twenty communities across Canada and reached some 13,000 people. Theatre critics gave it rave reviews (Toronto and Vancouver were lukewarm, faulting it for not being theatrical enough); the troupe had standing ovations from all its audiences (-including Toronto and Vancouver). The play was an example of the critically and audience appealing type of work that can be and is being produced in our region. "Atlantic Issues" interviewed Richard Fuchs of the St. John's Oxfam Centre, which was responsible for producing the play, to find out why the play was produced.

ATLANTIC ISSUES: Why did a local Oxfam committee get involved in Theatre? Isn't Oxfam a charity that sends food overseas?

Fuchs: Where should I start? First, I guess, by saying that Oxfam *does* do work overseas, but very little of it is the "feeding the hungry" type in the old soup-line sense of the word. Most of our projects are in agriculture, health or education -- but the play was part of our education programme here in Canada.

Oxfam-Canada tackles the **results** of underdeveloped (poverty, disease, illiteracy, unemployment, poor housing etc) through the projects it supports here as well as elsewhere. It has come to recognise that the **causes** of these problems have much to do with the way the richer countries like Canada control the world's trade and resources. So our education programme aims to make Canadians more aware of the basic changes that will be needed both in Canada and internationally to bring about a more equal world situation. We try to uncover what we see to be the problems facing poor people in Canada and throughout the world, and we also try to point to the role Canadians can play in changing these problems for the better.

A.I.: I see what you mean about an education programme, but how does theatre fit into this?
Fuchs: Theatre is one very creative and engaging way of getting you point across. It doesn't have to

be "entertainment" in the sense of taking you away from reality and letting you forget your problems (like most movies & TV shows do) -- on the contrary, it can draw you into an understanding that you can't get by watching television or reading magazines or books.

A.I.: What is the play about?

Fuchs: Can I quote a review? It sums it up pretty well: It's "an evening of songs, skits and comical anecdotes about the not-so-comical history of Newfoundland since Confederation, ..(it) looks at politicians, carpetbaggers from abroad, industrial tycoons and strategies that were supposed magically to improve their lot and

make them Canada's 'Happiest Province'."

Fuchs: The point of the play is that the present economic system is not working to the advantage of the majority of Atlantic Canadians, that the region is both underdeveloped, and being developed in a way that benefits chiefly the wealthy. But even more, this relation between the wealthy few and the majority of poor is exactly the same on an international scale, between countries: a continent like Africa is no more "poor" than a region like Atlantic Canada is -- the real problem is, who controls and benefits from the wealth of both regions? Who plans development in both areas?

A.I.: How does this relate to the rest of the work Oxfam does in the region?

Fuchs: When people came to see the play, they received a programme, but also a pamphlet, "Mining and Development in Newfoundland", which was produced by our Centre here. So we hope that in this way, people will see that problems here at home and in other countries are often the same. Many people were surprised to learn that we also have slide/tape shows on mining, fishing and farming in the Atlantic provinces.

A.I.: Did Oxfam pay for the tour?

Fuchs: Oxfam-Canada did make a small grant to the financing of the tour, but the main thing we did was to arrange funding from other sources for the play. We worked on research, programmes, sets also. The entire tour (theatres, reservations, vans) was arranged for free by volunteers -- a tremendous job.

A.I.: Can you give us one of the highlights?

Fuchs: Well, that depends on the person seeing it, but one of the parts I liked best was on how Newfoundland "got developed". It's a 1950's-style scene, called "True Concessions", and we see little Miss Newfoundland being seduced by all the great, "big-time lovers" like Baron de Rothschild, John C. Doyle, John Shaheen... and the song goes:

Ooo Sweetheart deals -
I know exactly how it feels
He left me naked on the rocks
But you should have seen the size
of his bank account. Ooo

All her great "Love affairs" with the big developers leave Newfoundland devastated and rejected in her declining years.



Mummers:

Further reading...

Are you interested in the questions raised by **Atlantic Issues**? There are a number of good Canadian magazines which examine these and related questions, usually as they affect the country as a whole. But often they also deal with problems which are of special interest to Atlantic Canadians.

Unfortunately you are not likely to find these magazines in your local drugstore — the highly commercialized American sex and movie magazines seem to have more place there than the Canadian reviews which discuss the concrete things that affect your daily life. But you can ask your local dealer to order them for you. Or the next time you pass by a library, drop in and have a look at them. Better still, why not subscribe?

Canadian News Synthesis:



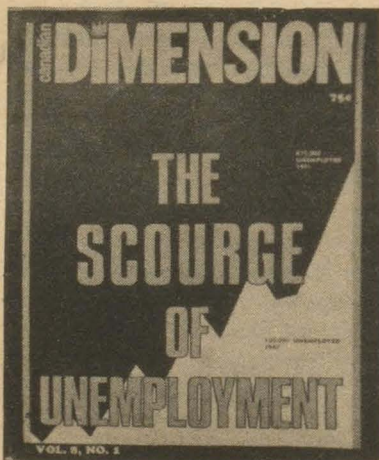
The Canadian News Synthesis is a "voluntary, non-profit collective working to synthesize and analyze current news coverage of economic, political and cultural forces in Canadian society".

The group monitors ten major Canadian newspapers and produces a monthly clipping service. A brief analysis is included after the various sections: Canada and international relations, the economy, labour and government.

It has a low circulation and primarily of interest to researchers or those interested in a comprehensive look at how issues are covered in the Canadian press.

Subscription: \$10 per year for individuals and \$20 per year for institutions, available at Box 6300, Station A, Toronto 1, Ontario.

Canadian Dimension



Looks at stories that are not generally covered on T.V. or in newspapers and magazines, with in-depth articles and a critical perspective.

The magazine provides the average person with facts directly related to issues affecting his or her life: a

company threatening to pull out of an area; why food prices are rising; health and safety hazards on the job. Also, articles of special interest: living conditions in prisons; wage controls; the so-called "Energy Crisis"; mercury poisoning; politics, both national and in other countries (e.g., Portugal, Rhodesia, Korea, Angola).

Its editor, Cy Gonick, has written several books on the Canadian economy, and writes about complex issues in a fairly straightforward way.

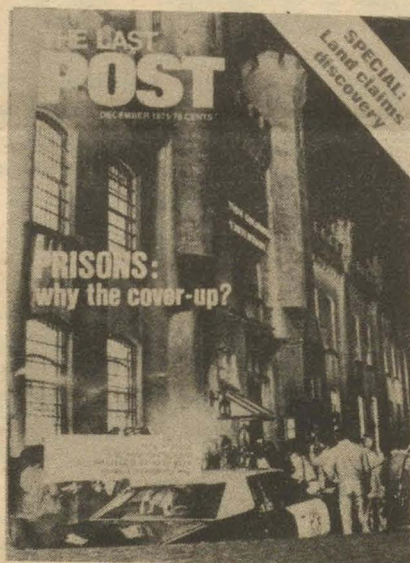
The reviews of books and films give you a fair idea of what they are about, in addition to providing generally perceptive criticism.

A good source of information and analysis of Canadian issues.

Minor drawback: Many of the articles are of the exposé type (such as on mercury poisoning or on conditions in mines, industry and construction sites), and sometimes this leads to long articles that need editing.

Subscription: 8 issues yearly. \$7.00/yr or \$13.00/2 yrs; institutions \$10.00. Address: Canadian Dimension, Box 1413, Winnipeg, Manitoba.

Last Post

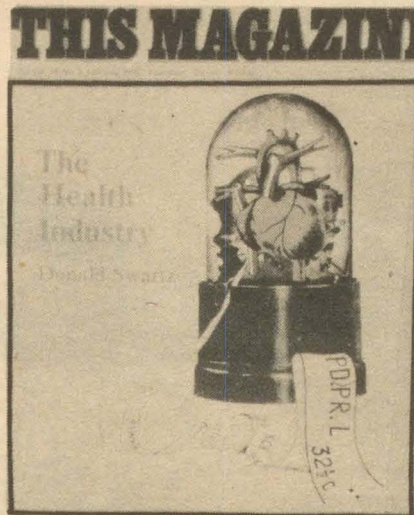


A good, critical source of information and analysis — including investigative reporting, political comment, news briefs, humour, reviews and cartoons. Maritimes issues are well covered in this magazine, with contributions by Halifax's Ralph Surett. Maritimes articles have included Power in Nova Scotia, the Story of the Maritime Fishermen's Strike, Joey Smallwood. Readers will generally find articles on other areas of the country, and world, of equal interest.

Humour in the magazine is good — the small bloopers by celebrities, or oddities in Canadian newspapers are something to look forward to in each issue. On the more serious side, such articles as "Canada's Food Industry Moguls", "The CIA in Canada — It's Only Business", "The Bryce Commission's non-probe" (into corporate concentration), "Subliminal advertising", "Nuclear Power Supply" keep readers informed on issues that the commercial press usually treats very superficially or ignores altogether.

Subscription: 8 issues (year) for \$5.00, or 16 issues (2 years) for \$9.00. Address: Last Post, 454 King Street West, Room 302, Toronto, Ontario M5V 1L6.

This Magazine



The title of this magazine always confuses people ("What magazine?") but the writing in it rarely does. The Magazine was originally for Canadian teachers, but soon found itself to be one of the few in print that gave a place to teachers and writers to discuss Canadian issues from an analytical point of view.

You might be surprised to find how many people care about students in school and what they have to learn — also you might be challenged by what these writers see as being at the root of many problems in school. Other topics include Labour Notes, an art section, a "Culture Vulture" section, comics, poetry and reviews. Some articles are: "International" Unions, Canada as the Wealthiest of American Colonies, the Drugging of Children in Schools, the Health Industry in Canada.

Good illustrations.

If you decide to subscribe to only one of these magazines, perhaps it should be this one. Highly recommended.

Subscription: every two months; \$4.00/year. Address: This Magazine, 3 Church Street, Suite 401, Toronto, Ontario M5E 1M2.

Canadian Forum



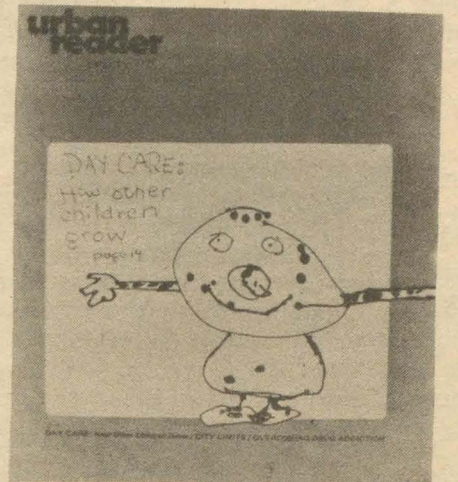
Discover the plays and art Canadians are creating, the poetry, novels and history they are writing, here in the Maritimes and across Canada in this magazine. Issues concentrate on such topics as: Newfoundland; Violence in the Media; Native Peoples; Canadian Style (culture); the shift in our economy from "Free Enterprise" to the Corporatism of government controls and subsidies.

Original and well-researched articles on economics and government policies (eg, history of trade in the Maritimes and Canada's "National Policy") as well as the arts.

Even though it has a sophistication that demands attention from the reader, it is not beyond anyone's depth. Articles are well written; poetry and art work contribute to the attractive layout.

Subscription: monthly. Yearly, \$9.00. Senior Citizens, Students, \$6.00. Slightly lower rates for longer subscriptions. Address: The Canadian Forum, 3 Church Street, No. 401, Toronto, Ontario M5E 1M2

The Urban Reader



The Urban Reader is a publication of the Social Planning Department of the city of Vancouver.

Published bimonthly, the Urban Reader covers a wide range of concerns. Past issues have discussed such topics as growth policies of cities, day care services, television violence, and solutions to the drug problem examined on a cross cultural basis. Occassionally the magazine will take an historical look at Vancouver.

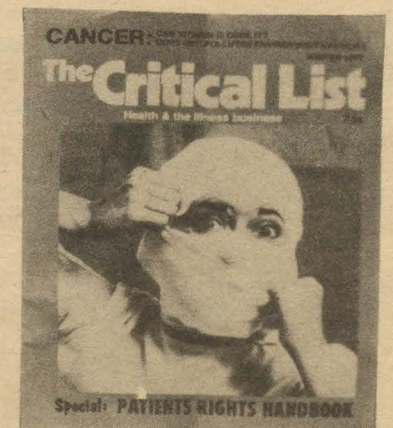
The 24 page magazine provides a jargon free and intelligent presentation of the issues which shape our environment. The articles are all well researched and provide valuable information for students, teachers, and the general public. Bibliographies are usually included.

Design of the magazine is appealing, with a fine balance of written material and attractive graphics.

The price is right. Subscriptions are available for free. Just write to the,

Urban Reader
Social Planning Dept.
Vancouver City Hall
453 W. 12 Ave. Vancouver

The Critical List



The Critical List is a Canadian magazine concerned with the health and illness business in our country.

Published quarterly by well-known doctor Jerry Green, it examines "the trend to deteriorating health in Canada, and how it's related to the soaring profits of the illness industry."

Articles are written in a popular, easy-to-read style for lay people. Subscriptions are only \$8.00 for 12 issues and are available from 32 Sullivan St., Toronto, Ontario M5T 1B9.