

able at outlying points where there is no steamship representative.

ECONOMIC BENEFITS TO CANADA

The fullest possible development and use of Canadian transportation facilities and services for Canadian traffic benefits not only Canadian port interests but also the entire country.

At port level, for example, recent estimates disclose that on a postwar cargo liner of 8,700 tons gross and 5,100 tons net register, and inward general cargo of 3,571 long tons and outward general cargo of 7,142 long tons carried inland by railway, the combined vessel and cargo costs at an Eastern Canadian port approximated \$68,066. Of this amount, \$57,393 (or 84 per cent) involved labour charges. For each ton of cargo the combined costs were \$6.35 and labour costs \$5.36. The combined earnings alone of long-shoremen, freight handlers, watchmen and checkers at Halifax, N.S., and Saint John, N.B., are approximately \$9,000,000 a year, equal to the total retail sales price of over 3,000 Canadian automobiles in the lower-priced field. Add to this the combined salaries and wages emanating from operations of dock-yards, ship chandlers, shipping agents, forwarders, brokers and others and the total becomes impressive.

Port of Toronto News for January 1957 discussed the relation of the port to its community in the following way: "The relation of the port to its community is often misunderstood or overlooked. The work created in the handling of goods is only a small part of the benefit accruing. New markets created through the use of the port's facilities mean greater sales, more employment, higher pay-rolls, a better standard of living. These are difficult to measure accurately in dollars and cents but a report in the United States Department of Commerce Review of 1955 suggests the value of various commodities to a port. Relating this to the tonnage at the Port of Toronto for the record year 1956, we find a direct value to the port of \$22,000,000. Using the accepted economic principle of 'Free Economic Generation' this represents a total income to the port area of around \$66,000,000."

The development of Canada's transportation system with its railways, highways, airways, waterways and ports has strengthened and broadened the whole economy. With the complete co-operation of all interests, our transportation facilities and services will continue to expand and will bring maximum benefits to the entire country.

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DEMAND FOR PULPWOOD: An annual increase of at least a million cords in the utilization of pulpwood in Ontario is predicted by Lands and Forests Minister Clare E. Mapledoram.

Commenting on "a general and province-wide expansion in the pulp and paper industry through rebuilding and speeding up of present paper machinery" Mr. Mapledoram said:

"In any consideration of the expansion of the many industries dependent in whole or in part on our forests, the growth of the pulp and paper industry points very definitely towards Ontario's mounting prosperity and increasing employment.

"Perpetuation of our forest industries is dependent on continued productivity of our forest lands. In this regard we are making broad advances."

The Minister said that approximately 26 per cent of Canada's pulp and paper industry is located in Ontario, with upwards of 50 mills either operating or in course of establishment. These include some 19 pulp and paper mills, nine pulp mills and 15 paper mills, already in production.

Expansion in the industry in the past year, he said, has included contracts for construction of a new mill at Sioux Lookout by the Anglo-Newfoundland Development Company and the expansion of the Great Lakes and Abitibi mills at Port Arthur, and the paper mill and machines of the Ontario and Minnesota Company at Kenora, as well as the doubling of the capacity of the Dryden Paper mill at Dryden.

New paper-making machinery is being installed in the Great Lakes Paper Company mill at Fort William and a new paper machine is being installed also at the Abitibi mills at the Lakehead. These are expansions definitely under contract at present, the Minister said. Under this present expansion programme, he expected that pulpwood utilization would increase by a million cords annually.

The recent report of the Royal Commission on Canada's Economic Prospects predicted that the Canadian forest industry would nearly double production in the next 25 years.

It predicted that the United States demand then would be only half again what it is now but that other foreign demands would increase fourfold, and that the domestic demand would more than double.

More than 90 per cent of Canada's newsprint production now is exported, 80 per cent of it to the United States.

The Royal Commission estimated that the total cut of wood in Canada probably will increase by about 60 per cent by 1980 and states: "The future development of the Canadian forest industries rests in large part on their ability to maintain their competitive position in World markets."

"Within the past decade, forestry in Ontario has been undergoing a transition from the old economy into a new, more stable one," the Hon. Mr. Mapledoram said. "The old economy was one of forest liquidation. History teaches us that as a population increased, the necessity for cleared land grew. In the pioneering stage