

By 1939, a broad national statistical system had been established, including comprehensive accounts of the balance of payments. The Second World War brought with it the need for special statistical information in wartime agencies, a great deal of it based on DBS foundations. After the war, although many of these special series were dropped, some of the more valuable ones were retained and transferred to the Bureau. The greatest effect of the war on long-run statistical development was the usefulness of a conscious economic policy based on a much more sophisticated conceptual and statistical foundation than had previously been tried in Canada.

PATHS OF PROGRESS

During the immediate postwar period the need for basic improvements and innovation in the statistical system was recognized. In this process the national accounts played a central role by providing an integrated framework for improving and extending economic and financial statistics. Another milestone was the development of operational unemployment and employment ideas and their measurement in a regular labour force survey. Important progress was made in creating and implementing up-to-date classification systems for industries, commodities and so on.

Significant progress was made in social statistics including education, health, justice; while the census of population, housing and agriculture was modernized.

During the 1960s, the demand for statistical services has been stimulated by the pressing needs of royal commissions and new government departments and agencies and by the need for more provincial and regional data. In 1965, the Government formally recognized the Bureau as a separate department of government, and the Dominion Statistician as having the rank of deputy minister.

The role of meaningful information, and of statistics as a particularly useful form of information, in the process of government and private decision-making, is now much more clearly understood than ever before. The sharpening of analytical ideas in business accounting, in economic forecasting and in demographic analysis makes it virtually necessary to approach these objectives from a statistical viewpoint. The development of new mathematical methods and the invention of the modern electronic computer have created a huge demand for data and vast possibilities for their use. These circumstances highlight one fact above all others — the necessity for the co-ordinated and integrated approach to statistics, an approach which lay at the root of the original scheme conceived by Dr. Coats. This structure now exists to a substantial extent, and suggests the pattern of future growth.

SEAWAY IMPROVES SERVICE

The 1967 annual report of the St. Lawrence Seaway Authority indicates that, although traffic decreased, owing largely to a shipping strike and a

reduction in wheat sales, 1967 was a year of improved service.

The total cargo tonnage, which includes both bulk and general cargo, decreased by about 10 per cent. General cargo, however, amounted to 6.0 million tons in the Montreal-Lake Ontario section and 5.0 million tons in the Welland section, an increase of 8.6 and 6.7 per cent respectively over the figure for 1966, the highest tonnage in the history of the Seaway.

Better service was provided by means of a number of improvements in the physical facilities of the system and in traffic-control procedures. Using closed-circuit television and telemetry, centralized control at the Welland section has improved the scheduling of vessels and has resulted in substantial reductions in lock-cycle and round-trip transit times. It is being introduced with further refinements and improvements to the Montreal-Lake Ontario section.

SEAWAY TOLLS

In the spring of 1967, agreement was reached with the United States concerning the level and sharing of Seaway tolls. The agreement provides for the continuance of the existing schedule of tolls on the Montreal-Lake Ontario section of the Seaway, with an increase in Canada's share of these tolls from 71 to 73 per cent. The agreement also provides for lockage fees on the Welland section. These fees, amounting to \$20 a lockage, were applied at the beginning of the 1967 season. They will increase by \$20 yearly increments to \$100 a lockage in 1971.

The total toll income of the Authority was \$17.3 million, the same as in 1966. The combined net operating profit of the two sections of the Seaway before interest, was \$3.7 million compared to \$3.3 million in 1966. The combined net loss exceeded the comparable 1966 figure of \$13.28 million by \$50,000.

SATELLITE COMMUNICATIONS

Northern Electric Company Limited announced recently that it had reached agreement with Hughes Aircraft Company of California and Canadair Limited, Montreal, to establish a group capable of developing, manufacturing and engineering the launching of Canadian communications satellites. (See *Canadian Weekly Bulletin*, Vol. 23, No. 18, dated May 1, 1968).

Northern Electric will head the group which will combine the talents of a large number of scientists, engineers and technologists with extensive experience in the various complex aspects of satellite communications.

This firm will be responsible for system design as a whole and for electronic portions of satellites and satellite ground-stations (Northern Electric is at present building an experimental ground station for Bell Canada at Bouchette, Quebec); Hughes Aircraft will contribute the technology and know-how gathered in pioneering synchronous satellites, as well as specialized spacecraft components; and Canadair will provide the power system and structural configuration for satellites and antenna structure for earth stations.