

OIL FROM THE PACIFIC OCEAN

The following statement was made recently by Mr. Arthur Laing, the Minister of Northern Affairs and National Resources, as a result of the announcement by Shell Oil Co. of Canada Ltd. of a drilling programme for the 1966 exploration season on their Pacific Coast oil and gas permits:

I am delighted by the news that the Shell Oil Co. is proceeding with actual drilling exploration of their Canada Oil and Gas permits off the Pacific Coast of Canada. Shell are the holders of more than 11,000,000 acres of permits granted by the Federal Government off the Pacific Coast of Canada.

The Shell exploration programme brings the development of Canada's resource potential in the non-renewable energy field to a new level. The discovery of oil and gas on the Pacific Coast of Canada would revolutionize the whole marketing structure for hydro-carbons in the Pacific area and would open vast new markets to Canadian production particularly in the United States and Japan.

AN EMPLOYMENT BOON

The technology relating to off-shore drilling is highly specialized. I hope that, when all the facts are in, it will be possible for some Canadian company or group to receive the contract to build the drilling platform and to provide all the related services. The job of constructing the drilling platform will take a year and provide many hundreds of man-years of labour which would be an employment blessing to British Columbia. The acquisition of the technology for off-shore drilling would be an important one for Canada....

The Prime Minister has announced that the question of legal jurisdiction over off-shore resources as between the Federal Government and the provincial government has been referred to the Supreme Court of Canada for a decision. This action is necessary in order that exploration companies be not deterred in their search by uncertainty as to title. The action of Shell Oil Company in announcing an exploration programme following so quickly the Prime Minister's announcement is a very satisfactory indication of the attitude of the industry....

SEAWAY STATISTICS

Record advances on practically all fronts were achieved by the St. Lawrence Seaway in 1964, it was announced in the annual report of the Seaway Authority tabled recently in Parliament. The season was the longest since the opening in 1959.

Combined traffic on the entire Montreal-Lake Erie system rose to an all-time high of 55.8 million tons from 45.6 million the previous season. Ship transits numbered 10,036.

Cargo traffic on the Montreal-Lake Ontario section, which is subject to tolls, totalled 39.3 million tons, a 27 percent increase over the 30.9 million tons in 1963. Toll revenue was \$19.1 million in 1964, an increase of \$4 million, or more than 26 per cent, over 1963. Of this joint Canadian-U.S. revenue, the Authority's share was \$13.5 million, a \$2.8-million increase from 1963.

SUBSTANTIAL OPERATING LOSS

Despite the general improvement in all areas of activity, the Seaway continues to operate at a substantial loss. The report analyses the position as follows:

"For the six years since the commencement of navigation on the Seaway, the total interest cost charged against operations has amounted to \$85.5 million. During this period the Welland section, a vital part of the system which continues to be toll-free, has accumulated an operating loss aggregating \$19.3 million. On the other hand, although revenues and traffic have been lower than originally forecast, for each of the six years the Montreal-Lake Ontario section has produced operating profits which aggregate \$39.0 million at the end of 1964.

"These profits, however, fall substantially short of the Authority's annual financial obligations, which, accordingly, have continued to increase. These factors have so far made it impossible for the Seaway as a whole to be self-supporting, as was originally planned.

"A proposal for the alleviation of the burden of the operating and interest cost of the Welland section by Parliamentary appropriation has been made, but a successful long-term solution to the Seaway's problem as a whole is essential to its present and future financial health."

Since the preparation of the report, the proposal for the alleviation of the burden of the operating and interest cost of the Welland section by Parliamentary appropriation has been approved.

CIVIL SERVICE AGE-GROUPS

A quarter of the 17,869 people hired by the federal Civil Service during 1964 were more than 40 years old, according to the Civil Service Commission. The Commission, which is the central personnel agency for the Service, said that this yearly percentage of new employees in the over-40 age-group had stayed about the same for the past three years.

Of the 4,596 who were more than 40, 3,346 were between 41 and 50, 1,174 were between 51 and 60, and 76 were more than 60. The total number of new employees was 2,466 more than in 1963. Most of these were under 30; 4,077 were 20 or younger and 5,920 were between 21 and 30. The Commission appointed 9,019 women and 8,850 men. The balance in favour of women was in the clerical and related classes, where 7,760 women and 3,225 men were hired during the year.