

(Continued from P.1)

MR. PEARSON ON TRADE

sterling area with a view to increasing trade and fostering development not only within the Commonwealth, but also between the Commonwealth and other countries. We must persist in such efforts - and others yet to come - to restore a full and freer flow of trade, and to maintain it at as high levels as possible. Rigid control of imports and direction of exports - both forms of protection - cannot increase the wealth of the nations of the free world, but they can make political co-operation between them more difficult.

"If free and fair competition is essential within states, surely it is desirable between states who are working together politically in the building of a coalition to defend the peace and prevent war. It is futile to urge European countries to break down political and economic barriers which stand in the way of their own unity and collective strength, if, across the Atlantic, we erect or maintain similar or greater barriers against their products, or against each other.

"We must use our ingenuity and wisdom to devise trading arrangements in harmony with the commercial policies which the United States and other free countries have championed in theory since the war; which will preserve opportunities for our exporters, be fair to our domestic producers and give each of us the benefit of the skill and industry of other peoples. If we cannot do this, there is not much hope for the survival of those collective political arrangements which are essential if we are to face and remove the threat to peace posed by Communist imperialism; a threat which, I do not need to add, remains menacing in spite of the question and answer game being played by the Kremlin. It is hard to reconcile mutual aid in defence of peace and security and mutual interference in the promotion of trade and commerce. I would go further and suggest that if we want closer co-operation in the political field we must avoid conflict in the field of economics and trade."

In a reference to the St. Lawrence seaway and power project Mr. Pearson spoke, in part, as follows:

"Recently, there has been renewed interest in the United States in participation in the waterway. The Canadian Government considers, however, that we must get on with the whole development as rapidly as possible. The need for power is urgent and must be met, and the St. Lawrence River is the last significant source of hydro-electric power available to the area which it will serve. Once the arrangements for the power development are completed - but only then - we can discuss whatever proposal the United States may wish to put forward for co-operation in providing the navigation facilities, provided such discussions did not delay the development of power, or the completion of the seaway as a whole. We don't

want - and I'm sure nobody wants - another ten years of talk and frustration. We have undertaken in an Exchange of Notes with the United States on June 30, 1952, to provide a deep waterway as quickly as possible once the power development is under way, and we expect to carry out that undertaking."

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SCHOOL ENROLMENT: Secondary school enrolment in Canada (excluding Quebec) is expected to double in the course of the next 12 years, according to estimates by the Dominion Bureau of Statistics based on numbers of births, post-war immigration and the increasing proportion of children remaining in school beyond the compulsory age limits.

In 1951 the number of students in the secondary schools in the nine provinces was 296,900, while it is estimated that last year's enrolment was between 298,300 and 305,200. In 1953 it is expected to fall between 305,200 and 313,800; in 1955, between 333,300 and 345,900; in 1960, between 438,800 and 464,900; and in 1964, between 569,000 and 611,500.

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CANAL TRAFFIC RECORD: Volume of freight transported through Canadian canal systems reached a new peak for November of 3,535,876 tons. This was six per cent above the November, 1951 total of 3,344,711 tons. The gain over a year earlier was largely due to greater activity on the Welland Ship canal as minor decreases were recorded at the Canadian Sault, the St. Lawrence and on the smaller canals except the St. Andrews.

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RECORD REVENUE FREIGHT: Volume of freight transported by Canadian railways reached record levels for September and the first nine months of 1952. Revenue freight carried in the month amounted to 14,321,754 tons as compared with 13,131,983 in September, 1951, and in the nine-month period totalled 120,117,690 tons against 117,914,818 a year earlier.

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TV SALES UP SHARPLY: With a further sharp increase in September, producers' sales of television receiving sets rose in the first nine months of 1952 to 62,684 units as compared with 24,031 in the same period of 1951. September's sales were 17,528 units -- more than five times the September, 1951 total of 3,087 -- and up from 11,520 in August.

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PIPED OIL RISE: Net deliveries of oil through Canadian pipe lines rose in October to 10,800,280 barrels from 9,453,157 in the preceding month and 8,740,427 in the corresponding month of 1951. Cumulative deliveries for the first ten months of the year advanced 19 per cent, amounting to 86,724,095 barrels as compared with 73,142,299 a year earlier.