

CANADIAN LABOUR FORCE

There was, as usual, little change in employment and unemployment in February and March. An estimated 5,963,000 persons were employed in March and there were 549,000 unemployed.

The estimated labour force in March was 58,000 (just under one per cent) higher than a year earlier. This was less than half the average annual rate of increase experienced over the past decade. Employment was up 69,000, or 1.2 over the year. Unemployment was slightly lower than a year earlier.

Farm employment showed a seasonal increase of 24,000 in February and March. There was a slight decrease, on the other hand, in employment in non-farm industries, mainly as a result of reduced activity in forestry during the annual spring break-up.

EMPLOYMENT BY SEX

As in recent months, employment for men continued strong, reflecting an improvement in goods-producing industries. New job opportunities for women have tended to slacken off owing to reduced growth in some of the service-producing industries. Employment of men increased by 58,000 over the year, while employment of women was only marginally higher.

Non farm employment was up over March 1962 by 90,000, or 1.7 per cent. While this increase was relatively small, there were substantial gains in some goods-producing industries. In the first quarter of 1963, construction employment averaged 42,000 higher than a year earlier. Manufacturing employment was 31,000 higher. Farm employment continued to be lower than a year ago. In the service producing industries, the largest year-to-year employment gains were in transportation and finance.

UNEMPLOYMENT

There was virtually no change during February and March in the number of unemployed persons. In the past decade, unemployment has increased at this time of year about as often as it has decreased, the changes generally being fairly small. The March estimate of 549,000 was 11,000 lower than a year earlier.

Of the total unemployed in March, 485,000 were men of whom 285,000 were married. Some 320,000 persons, or nearly 60 per cent of the total, had been unemployed for three months or less. An estimated 161,000 had been seeking work from four to six months, and 68,000 for seven months or more.

Unemployment in March represented 8.4 per cent of the labour force compared to 8.7 per cent in March 1962 and 11.1 per cent in March 1961. Unemployment rates were somewhat lower than last year in the Ontario and Atlantic regions and slightly higher in British Columbia.

ROAD TO LINK U.S. AND ONTARIO

Completion of Great River Road, a stretch of highway beginning at New Orleans and running north to Manitoba and Ontario, and linking with the Trans-Canada Highway, will help to increase to unprecedented numbers the tourists crossing

the border from the United States into Ontario. This great highway will be a distinct advantage to the tourist industry in this province, particularly to the northwestern region.

The Mississippi River Parkway Commission is responsible for the planning of Great River Road. The Commission is composed of representatives of the states touching on the Mississippi River, together with representatives from Manitoba and Ontario. The States involved are Arkansas, Illinois, Iowa, Kentucky, Louisiana, Minnesota, Mississippi, Missouri, Tennessee and Wisconsin. The object of the Commission is to bring about the construction of highways on both sides of the Mississippi River, from the Gulf of Mexico to Lake Itasca in northwest Minnesota. From there, connecting links will go to Fort Frances and Rainy River in Ontario and through the northwest angle to Manitoba.

The immediate plan is to build a single route alternating on both sides of the River, which will be 2,250 miles in length and which, when completed, will constitute the longest parkway in the world. The idea of the completed road, in the long-range programme, is for a four-lane highway, bordering both banks of the Mississippi River into Lake of the Woods area. It will bisect a continent from New Orleans to Kenora, passing through Fort Frances and the district of Rainy River. This super highway will be heavily accented with parks facilities and scenic attractions.

Ontario's first active participation in this great project took place in 1954. At that time a representative from Ontario was invited to attend meetings, in consultation with representatives from the United States, to consider the joining of the Great River Road and the Trans-Canada Highway. The suggestion to join the two highway systems was adopted. In 1955 a ceremony took place, with the erection of a commemoration stone linking the two highways.

AUTO PARTS TRADE MISSION

Mr. Mitchell Sharp, Minister of Trade and Commerce, announced recently that a Canadian Automotive Parts Trade Mission would leave Canada on May 31 to study the European market for automotive parts. The nine-man mission will comprise six representatives of the Canadian automotive-parts industry, the executive vice-president and manager of the Automotive Parts Manufacturers' Association (Canada), a representative of labour and an officer of the Department of Trade and Commerce. It will visit France, Germany and England from July 1 to 23.

Mr. Sharp said the purpose of the mission would be to examine current and long-term market opportunities in Europe, to ascertain the requirements of European manufacturers of motor vehicles, and to stimulate the interest of potential purchasers of automotive parts and equipment in Canadian sources of supply. Canadian trade commissioners in the areas to be visited, he said, had arranged meetings with European automobile manufacturers to enable

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