



CANADA

# CANADIAN WEEKLY BULLETIN

INFORMATION DIVISION • DEPARTMENT OF EXTERNAL AFFAIRS • OTTAWA, CANADA

Vol. 14 No. 17

April 29, 1959

## CONTENTS

Canada Week Boston.....	1	Many Flags Enter Seaway.....	5
Formal Seaway Opening.....	2	Scholarship Named for Queen.....	5
Import Restrictions Relaxed.....	2	Seaway Charts Available.....	6
R.C.A.F. Anniversary.....	3	Joint Board on Defence.....	6
High Commissioner to Ghana.....	4	Wheat Agreement Signed.....	6
Economic Meeting in London.....	5	Civil Defence Exercise.....	6
Visit of UNESCO Chief.....	5		

## CANADA WEEK BOSTON

From April 20 to April 25 "Canada Week" was celebrated in Boston, Massachusetts, with an all-Canadian trade fair, supplemented by other projects which carried out the central theme. Present for the opening ceremonies were Mr. Gordon Churchill, Minister of Trade and Commerce, Mr. R.B. Wigglesworth, the United States Ambassador to Canada, Mr. A.D.P. Heaney, the Canadian Ambassador to the United States, Mr. Foster Furcolo, the Governor of Massachusetts, and leading New England industrialists.

Three R.C.N. destroyer escorts, H.M.C.S. *Algonquin*, *Huron* and *Nootka*, with an R.C.N. band on board, arrived in Boston on April 21. A naval reception was held on April 23.

Activities of the "Week" centred in the Sheraton-Plaza Hotel, in the lobby of which nine panels depicted in a light vein the story of Canada and of her relations with the United States.

### TRADE FAIR

More than 10,000 square feet of floor space in the main ballroom of the hotel were set aside for the displays of Canadian products by 134 firms. These included furs, sporting goods and toys, boats and marine supplies, musical goods, leather and leather products, gifts and handicrafts, sporting and other garments, wood products and wallpaper, processed foodstuffs, beverages, industrial raw materials, and industrial machinery and equipment.

Fashion shows were held in the Oval Room, featuring sportswear, and gowns and cocktail dresses provided by the Association of Canadian Couturiers.

Mr. Gordon Churchill opened the Trade Fair and said:

"The Canadian Trade Fair which we are about to open today is unique, in that it is the first all-Canadian trade fair to be conducted in the United States. We have participated in many of your fairs, but on this occasion Canadian businessmen are putting on the display themselves to demonstrate to you the variety and quality of Canadian products.

"More trade is conducted between our two countries than between any other two countries in the world. Sixty per cent of our exports, or a total of \$3 billion, go to the United States. Seventy per cent of our imports, amounting to \$4 billion, come from your country. You have shown great interest in Canada by establishing hundreds of branch factories and by investing millions of dollars in our resource industries....

"Difficulties can be overcome, given good faith, frank discussion and mutual understanding. We shall continue to have points of disagreement in the future, as in the past, but through friendly meetings such as this, straight discussions on the level of government, through the interchange of opinions in business circles, and through the continuing intermingling of our people a friendly quality



of opinion may be maintained which will stand firm against all disruptive elements...."

#### OTHER ACTIVITIES

A prestige film showing was held at the New England Mutual Hall on April 24, when "Trans-Canada Summer" had its premiere in the Boston area and was supported by one "short", the programme lasting about 90 minutes.

A film theatrette was located in a room in the hotel near the main Trade Exhibit, where selected films on Canada were shown at regular hourly intervals throughout the week.

Colourful handicrafts, one of Canada's oldest forms of artistic expression, were exhibited at Boston University and at the Boston Public Library, while some 30 pieces of Eskimo sculpture were displayed in the window of the Jordan-Marsh store.

Prominent Canadian and U.S. businessmen took part in a one day forum on Canadian-American business relations at the Boston College of Business Administration on April 21.

The Boston "Herald" sponsored an essay contest among grade school pupils of Massachusetts on "The Importance of Good Canadian-U.S. Relations", while the Boston "Globe" sponsored a contest among editors of school papers in New England. The editors were invited to attend the Trade Fair and to submit editorials on their reactions.

Special Canadian newspaper supplements were published by the Boston Sunday Globe and the Boston Sunday Herald on April 19.

An event of the week was "Canada Day" on April 23 at Fenway Park, when a baseball game was played between the Boston Red Sox and the Baltimore Orioles, with the R.C.N. band taking part in the ceremonial opening.

\* \* \* \*

#### FORMAL SEAWAY OPENING

When Her Majesty, Queen Elizabeth, and President Eisenhower officiate at the opening of the St. Lawrence Seaway on June 26, there will be room for approximately 50,000 of the general public to witness the historic event.

The ceremonies will take place along the eastern approaches to St. Lambert Lock, across the St. Lawrence River from Montreal, and plans are being made to provide the best possible viewing arrangements. Co-ordinator of the opening ceremony is J.C. Lessard, Vice-President of the St. Lawrence Seaway Authority.

Approximately 5,000 official guests will be invited to attend the ceremony, including representatives from all levels of government in Canada and the United States, foreign diplomats, clergy and representatives of business, labor and industry.

Prime Minister Diefenbaker will head the list of Canadians and several Cabinet Minis-

ters and Members of Parliament will be present. Invitations are being extended to the Premiers and Provincial Cabinets of the ten provinces, the mayors of cities and towns located along the seaway on both sides of the border, and to civic authorities of U.S. and Canadian Great Lakes ports.

The United States Federal Government will be represented and invitations will be extended to the Governors of states which parallel the Seaway and Great Lakes system. In addition, invitations will go out to port officials, representatives of the shipping and shipbuilding industries, Chambers of Commerce, Boards of Trade, business associations and principal seaway contractors.

\* \* \* \*

#### IMPORT RESTRICTIONS RELAXED

Mr. Gordon Churchill, Minister of Trade and Commerce, has announced that the Government of New Zealand has liberalized import restrictions on some 170 specified items for the year 1959.

It is understood that import quotas are being increased for 45 tariff categories, including such items of interest to Canada as canned fish, fine paper, spare parts for motor vehicles, tubing of aluminum, brass and copper, dry colours, sausage casings and wall-papers. In addition, more liberal treatment will be accorded to 125 items subject to individual licensing. This group includes textile piece goods, certain yarns, cellulose film, emery paper, metal ingots, joinery timber, asbestos fibre and plastic moulding compounds.

It is estimated this relaxation will raise New Zealand's total commercial imports by about \$46 million, or 8 per cent of present imports.

In January 1958, New Zealand intensified discriminatory import controls because of serious balance of payment difficulties. Overall import restrictions were further intensified at the beginning of 1959, but at the same time discrimination against dollar countries was removed in the case of many items.

While the latest move by New Zealand does not reduce the remaining discrimination against dollar goods, it will open up opportunities for increased sales of a variety of Canadian exports in the New Zealand market. Total Canadian exports to New Zealand in 1958 amounted to \$15 million, and included canned fish, lumber, newsprint and printing papers, primary iron and steel, gas engines, machinery, hand tools, motor vehicles, chemicals, and non-ferrous metal manufactures.

Mr. Churchill welcomed this important liberalization measure and expressed the hope that continued progress would be made with the relaxation of restrictions and the removal of discrimination against Canadian goods.



## R. C. A. F. ANNIVERSARY

This year, as the R.C.A.F. celebrates its 35th anniversary, it looks back on a life of achievement which has seen it grow from a handful of men and flimsy aircraft to a modern force ready to take its first steps in the missile age.

Although the R.C.A.F. was not formed until April 1924, its traditions go back to the First World War when 21,000 young Canadians flew with Britain's air forces, and it was the spirit of these men which laid the foundation of the R.C.A.F.

In its early years, the R.C.A.F. was unique among the air forces of the world, as the greater part of its work was essentially non-military in character. It photographed great areas of the Dominion, helped to open up new sections of the country, transported officials into inaccessible regions, blazed air routes and experimented in air mail services, assisted in the suppression of smuggling and flew sick and injured trappers and Indians to medical attention.

The formation of the Department of Transport with a Civil Aviation Branch in 1936 meant that the R.C.A.F. could abandon many of its civil responsibilities and develop into a military force. Yet on the eve of the Second World War, it had only 124 operational aircraft, which included such obsolete types as the Atlas, Wapiti, Shark, Vancouver and Siskin. First line service types were limited to 19 Hurricanes and 10 Battles. So, with 4,061 men and out-of-date aircraft, the R.C.A.F. went to war.

During the war the Air Force expanded rapidly: its aircraft were replaced by thousands of the latest training and operational types, and its personnel increased more than fifty-fold to a peak of over 206,000. It emerged as the fourth largest air power among the United Nations.

At the end of the war there were, overseas, 48 R.C.A.F. squadrons operating with the Royal Air Force in the Western European, Mediterranean and Far Eastern theatres, while thousands more R.C.A.F. personnel had served in the air and on the ground with RAF formation's in every corner of the world. R.C.A.F. personnel fought beside their RAF counterparts in the Battle of Britain, in the softening up process prior to invasion and on D-day, in North Africa and the Middle East, on night fighter and bomber operations including the 1000-bomber raids, on coastal patrol and shipping escort, and transport operations.

In the Home War Establishment, the R.C.A.F. put more than 40 operational squadrons in the field on coastal defence, shipping protection and other duties.

From the beginning of hostilities, it was recognized that one of Canada's major roles in the war would be as a training ground where

instruction could be carried out away from the actual battle area. The British Commonwealth Air Training Plan was set up, and between 1940 and 1945 the R.C.A.F. trained 131,553 aircrew from Canada, Britain, Australia, and New Zealand.

Recognition of the services performed by the R.C.A.F. in the BCATP, home defence and overseas operations is to be found in the long list of honours and awards conferred upon its personnel. More than 8,000 officers, airmen and airwomen received decorations from the British and Allied governments, including two Victoria Crosses, more than 4,000 Distinguished Flying Crosses, 515 Distinguished Flying Medals, 427 Air Force Crosses and 42 Air Force Medals. The Force's Roll of Honour for the Second World War contains the names of 17,100 men and women who gave their lives for the cause of freedom.

At the end of hostilities, the R.C.A.F. reverted to a peacetime footing. By mid-1946, all of the squadrons overseas had been disbanded or returned to Canada, and most of the home-based units were disbanded. The few units that were retained resumed the Force's prewar activities of aerial photography and air transport, which included many "mercy" flights.

In 1947 the present search and rescue organization was formed to fulfill Canada's International Civil Aviation Organization (ICAO) commitment of providing aid to aircraft in distress within the continental limits of Canada and its approaches on both the east and west coasts, and as a secondary duty to provide assistance to ships in distress in Canadian coastal waters, as well as carrying out mercy flights where they could not be handled by commercial planes.

In the field of aerial photography, the R.C.A.F. carried its operations northward into the Arctic, until finally by 1955 the whole of Canada had been photographed. In addition to their military value, these aerial surveys are used in countless ways, from water power development, mineral exploration and town planning schemes to estimating the cordage of forests.

In 1948 the R.C.A.F. broke into the jet age when it received its first Vampire jets. At this time the Air Force also took delivery of the North Star aircraft. Early in 1949, one of these long-range transports made the first non-stop trans-Canada flight from Vancouver to Halifax, in 8 hours 32 minutes.

The year 1950 marked the extension of the R.C.A.F.'s external commitments and the expansion of the Force. The training element was faced with the task of finding large numbers of experienced instructors to triple the service's manpower total. At the same time it undertook the training of thousands of aircrew from other NATO countries as part of Canada's

(Over)



mutual aid contribution. From 1950 until 1958, when ceremonies at Winnipeg marked the termination of the original NATO aircrew training programme, more than 5,500 pilots and observers from 10 NATO countries had been trained by the R.C.A.F.

In the Korean war, the R.C.A.F. helped the United Nations in a transport capacity. In less than four years, No. 426 Transport Squadron flew 600 round trips across the Pacific to Japan, carrying 13,000 personnel and 7,000,000 pounds of freight and mail, without loss or injury. In addition, some 20 R.C.A.F. fighter pilots saw action in Korea while attached to units of U.S.A.F.

At the same time Canada contributed a 12 squadron air division for NATO's integrated forces in Europe.

The R.C.A.F. became a past master in the art of ferrying jet aircraft across the North Atlantic to Europe. To keep the twelve squadrons equipped with the latest available models of the Sabre jet, an overseas ferry unit was formed in 1953, and during its four years of operations, it ferried approximately 800 jets to and from the NATO bases in Europe.

In 1953 the Air Force took delivery of two Comet jet transports. These aircraft, when put on the trans oceanic route from Ottawa to the R.C.A.F.'s European based air division in 1957, were the first jet transports in the world to fly the Atlantic on a scheduled basis. One of these Comets recently set a new Transport Command record when it flew from Gander, Newfoundland, to Shannon, Ireland, in three hours and 36 minutes.

The R.C.A.F. has also ferried jets to other countries of NATO as part of Canada's mutual aid programme. These have included such recent operations as "Starflight", in which eight T-33 jet trainers were flown to Greece and 17 to Turkey, and operation "Jump Moat", in which 53 CF-100s were ferried to Belgium under joint Canadian/U.S. arrangements.

A test of the R.C.A.F.'s mobility came towards the end of 1956 when elements of 435 and 436 Transport Squadrons were ordered to move to Naples, Italy, to fly air support for the United Nations Emergency Force in the Middle East. Within slightly more than 48 hours after first having received the alert to ready itself for the overseas move, the first aircraft had taken off for Naples. In all, the transport elements airlifted 11,000 passengers and 1,500 tons of freight into the trouble zone.

On the home front, emphasis has been placed on the building up of home-based forces for the aerial protection of Canada and North America. In the spring of 1953 the first CF-100 all-weather interceptor aircraft came into squadron service for duty with Air Defence Command in conjunction with its counterpart in the U.S. Emphasis was also placed on the building of an early warning and interceptor control system. The first of this network was the jointly built Pinetree Line which was

completed in 1954. Two other warning lines went into operation in 1957 -- the Mid-Canada Line, built and operated by Canada and extending roughly along the 55th parallel, and the Distant Early Warning Line, built by the U.S. and extending along the Arctic coastline. Initially, the DEW Line was manned by U.S. personnel but early this year the Government announced that the R.C.A.F. would man most of the operational positions on the DEW Line sites in Canada.

Today, the R.C.A.F. operates 40 regular force and auxiliary squadrons, 21 of them being regular force fighter and interceptor units. At home, nine CF-100 all-weather squadrons stand guard around-the-clock, while overseas four CF-100 and eight F-86 Sabre jet day fighter squadrons are serving with NATO. Offering a strong deterrent to any attack on the North American Continent are the integrated air defence forces of the R.C.A.F. and the U.S.A.F. Under NORAD, the forces of both countries operate as one to protect North American airspace while retaining their individual identities.

As a counter to the growing threat of the submarine, two squadrons equipped with Argus and Neptune aircraft stand ready on the East Coast of Canada to seek out any hostile aggressor of the sea, and a squadron of Neptunes carries out similar operations on the West Coast.

The Argus, which came into squadron service with the R.C.A.F. last year, is not only the biggest aircraft ever built in Canada, but the largest and best-fitted anti-submarine aircraft in the Western world with respect to modern electronic and detection equipment.

In the "aircraft yet to come" category are the CC-106 long-range turbo-prop transport version of the Bristol Britannia, being built as a replacement for the veteran North Star aircraft, and the Cosmopolitan medium transport, a Canadian adaptation of the Convair airliner. Recently the Canadian Government announced that an integrated weapons systems, which includes the BOMARC missile and SAGE (semi-automatic ground environment) would be introduced into the Canadian air defence system. When used in conjunction with the complementary electronic environment, BOMARC's comparatively long range puts it in the "area defence" category, providing a protective umbrella over large areas.

\* \* \* \* \*

## HIGH COMMISSIONER TO GHANA

The Prime Minister, Mr. John G. Diefenbaker, has announced the appointment of Mr. Bruce M. Williams of the Department of External Affairs as High Commissioner for Canada to Ghana. Mr. Williams succeeds Mr. Evan W.T. Gill whose appointment as an Assistant Under-Secretary of State for External Affairs was announced earlier. Mr. Williams will take up his duties in Accra shortly.



## ECONOMIC MEETING IN LONDON

Prime Minister Diefenbaker announced in the House of Commons on April 21 that a meeting of senior economic officials representing Commonwealth governments will be held in London, starting on May 5, to exchange views on general trade and economic subjects. The Canadian Delegation will be led by Mr. K.W. Taylor, the Deputy Minister of Finance.

Mr. Diefenbaker recalled the decision that had been reached at the Commonwealth Trade and Economic Conference in Montreal last September regarding Commonwealth consultation on trade and economic matters: "that the existing arrangements should be co-ordinated under the name of a Commonwealth Economic Consultative Council."

The Prime Minister went on to say:

"Since the Montreal Conference there has been an exchange of views regarding the particular Commonwealth bodies of officials that should be incorporated within the framework of the Council. All Commonwealth governments have now agreed that the Council should be regarded as also incorporating meetings of senior Commonwealth economic officials held to prepare for meetings of Ministers, the Commonwealth Liaison Committee, the Commonwealth Economic Committee and meetings of Commonwealth statisticians to consider the balance of payments of the sterling area. The inclusion of other Commonwealth bodies through which economic consultation takes place will be considered from time to time as seems desirable.

"I should emphasize in conclusion that what is being done is to incorporate existing bodies within a new framework rather than to create new bodies...."

\* \* \* \*

## VISIT OF UNESCO CHIEF

Dr. Vittorino Veronese, Director-General of the United Nations Educational, Scientific and Cultural Organization (UNESCO) paid an official visit to Ottawa from April 22 to April 24. He was accompanied by Mr. René Mabeu, one of the three Assistant Directors-General of the Organization.

During the course of his visit Dr. Veronese called on His Excellency, the Governor-General and on the Prime Minister, Mr. John G. Diefenbaker. On April 23 he was the guest of honour at a luncheon given by the Canadian National Commission for UNESCO, and the Government of Canada gave a dinner in his honour.

Dr. Veronese was appointed Director-General at the tenth session of the General Conference of UNESCO which took place in Paris in November 1958. His term is for six years. Prior to this appointment he had served for two years as Chairman of the Executive Board and he has been associated with the Organization's activities since 1948.

## MANY FLAGS ENTER SEAWAY

History was made on Saturday morning, April 25, when the St. Lawrence Seaway was opened to navigation. The Canadian icebreakers, the "d'Iberville" and the "Montcalm" led the way. On board were Mr. George Hees, the Minister of Transport, Mr. D.J. Roberts, President of the St. Lawrence Seaway Authority, and some 270 official guests - Members of Parliament, Senators, Representatives of Boards of Trade and the Press.

The first commercial vessels to enter the Seaway were lake boats of Canadian registry. The ships were dressed for the occasion. With flags flying, whistles blowing and harbour sirens sounding, the "Simcoe", operated by Canada Steamship Lines and the "Prescodoc" operated by N.M. Paterson & Sons were put through the St. Lambert Lock in one operation. Then followed two other inland vessels. Past practice was followed of granting to inland vessels which had wintered and remained in the harbour of Montreal, priority of movement in the order of the time and date of wintering. Thereafter vessels in port, whether inland or ocean, had priority of entry to the seaway in the order in which they had been reported to Montreal harbour authorities as ready to proceed.

The first ocean vessel in line was the "Prins Willem George Frederick" of the Oranje line, Netherlands flag. Vessels next to proceed were "Prins Johan Willem Friso" (Netherlands), "Charles L.D." (French), "Lahnstein" (German), "Lachinedoc" (Canadian), "Manchester Faith" (British), "Prins Willem III" (Netherlands), "Lukesfjell" (Norwegian), "Brichton" (Canadian), "Perth" (British), "Santa Regina" (U.S.A.), "Fairhead" (British), "Clemens Sartori" (German), "Fredborg" (Norwegian), "Toronto City" (British), "Marquette" (French), "Cedarton", "Calgadoc", "Laurendoc", "Coteaudoc", "Labradoc", "Mondoc" and "Thor-doc" (Canadian).

Most of the vessels proceeded first to Toronto, although some were destined for Chicago and Toledo.

The seaway will enable deep-sea ships to go 2,700 miles to the head of the Great Lakes, in the heart of the continent. It will also make it possible for large lake boats, hitherto confined to the Lakes, to go down the river to Montreal.

The Seaway replaces an obsolete canal system which had its origin in the first man-made canal dug in 1700 to get trading canoes past the Lachine Rapids.

\* \* \* \*

## SCHOLARSHIP NAMED FOR QUEEN

The Province of Ontario has announced that its official gift to Her Majesty, the Queen, on the occasion of her visit this summer will be a scholarship fund of \$500,000 named in her



honour, to be known as the Queen Elizabeth II Scholarship Fund.

The special characteristic of the fund, which will be administered by a committee of Ontario university presidents, will be flexibility, with the object of encouraging certain phases of education as the needs of the province change from time to time.

\* \* \* \*

### SEAWAY CHARTS AVAILABLE

New charts covering the 200 miles of Canada's St. Lawrence Seaway from Montreal to Lake Ontario now are available, according to an announcement made by the Minister of Mines and Technical Surveys.

To cover this long inland seaway, 14 overlapping charts are needed to enable mariners from all over the world to pass safely along its length. These charts, and one other which deals separately with the Welland Canal, have been produced in Ottawa by the Canadian Hydrographic Service of the Department's Surveys and Mapping Branch. Without a set of up-to-date charts, the Seaway would be virtually impossible for safe navigation by the 80 per cent of world shipping that is of size to use this waterway.

Between 13,000 and 14,000 copies of the new charts have been sent out already all over the world, going to places from Hong Kong to Sweden.

\* \* \* \*

### JOINT BOARD ON DEFENCE

The Prime Minister, Mr. John G. Diefenbaker, has announced that General A.G.L. McNaughton, P.C., C.H., C.B., C.M.G., D.S.O., will this summer relinquish his appointment as Chairman of the Canadian Section of the Permanent Joint Board on Defence.

The Government has agreed that General McNaughton should be permitted to relinquish this position in view of the increasingly heavy burden of the duties which fall on him as Chairman of the Canadian Section of the International Joint Commission.

General McNaughton was appointed to the Chairmanship of the Canadian Section of the Permanent Joint Board on Defence in August, 1945.

The Prime Minister indicated that General McNaughton would be succeeded as Chairman of the Canadian Section of the Permanent Joint Board on Defence by Mr. L. Dana Wilgress who, prior to his recent retirement from Government service, was Canada's Permanent Representative to the North Atlantic Treaty Council and to

\* \* \* \*

the Organization for European Economic Co-operation.

In making this announcement, the Prime Minister said:

"I want to express the appreciation of the Government and of the people of Canada to General McNaughton for the important work which he has done in his fourteen years of service as Chairman of the Canadian Section of the Permanent Joint Board on Defence. I am happy to say that General McNaughton will continue to serve as Chairman of the Canadian section of the International Joint Commission.

"His successor, Mr. Dana Wilgress has, also served his country with distinction over many years, both at home and abroad. I feel sure that he will bring to this new appointment a wealth of experience which will assist the Board in its important work."

\* \* \* \*

### WHEAT AGREEMENT SIGNED

Mr. Gordon Churchill, Minister of Trade and Commerce, has announced that the Canadian Ambassador to the United States, Mr. A.D.P. Heeney, has signed the 1959 International Wheat Agreement on behalf of Canada, subject to ratification by Parliament.

The Minister stated that both Houses of Parliament will be asked at the present session to approve by resolution Canada's ratification of the agreement, which was concluded at the recent United Nations Wheat Conference.

The new International Wheat Agreement will come into effect on August 1, immediately following the expiry of the current agreement.

\* \* \* \*

### CIVIL DEFENCE EXERCISE

Canada's third national Civil Defence test exercise, Co-operation III, was held on Friday and Saturday, April 24 and 25. Civil Defence Headquarters in all provinces and approximately 3,000 volunteers from coast to coast took part in the exercise.

Prime objectives of Co-operation III were to train control centre staffs at all levels in Civil Defence functions including the technical procedures involved in co-operation with the Armed Services, and to test communications.

An important feature of the exercise was a test of the national attack warning system, a direct landline communication network between Air Defence Command Headquarters at St. Hubert, the Federal Control Centre, and provincial and target city headquarters across Canada.