

# Canada Weekly

Volume 3, No. 5

January 29, 1975



Ottawa, Canada.

- Year-end review of transportation in Canada, 1
- Collective bargaining in the federal Public Service, 2
- Longest serving Commonwealth parliamentarians meet in Barbados, 3
- Long hours and short vacations for Chinese students, 3
- Medals for heroism in Cyprus, 3
- German entrepreneurs visit Winnipeg, 4
- Environment Canada computer system to be used by U.S. Government agency, 5
- Gas by rail from the North, 5
- Veterans' delegation to Italy in spring, 5
- Food development plant nears reality, 5
- Increase in pension payments, 6
- Population projections, 6

## Year-end review of transportation in Canada

An extensive bilateral air agreement with the United States, the start of what is said to be the world's first short take-off and landing (STOL) service, Canada's intent to restrict its coasting trade to Canadian-flag vessels, a series of federal-provincial highway programs and new initiatives in safety were highlights in Canadian transportation during 1974.

Canada and the U.S. last year culminated four years of negotiations with the signing of an agreement establishing 46 new air routes for the two countries. Also negotiated were a new air charter agreement and a preclearance agreement, to make the package the largest in the history of international civil aviation.

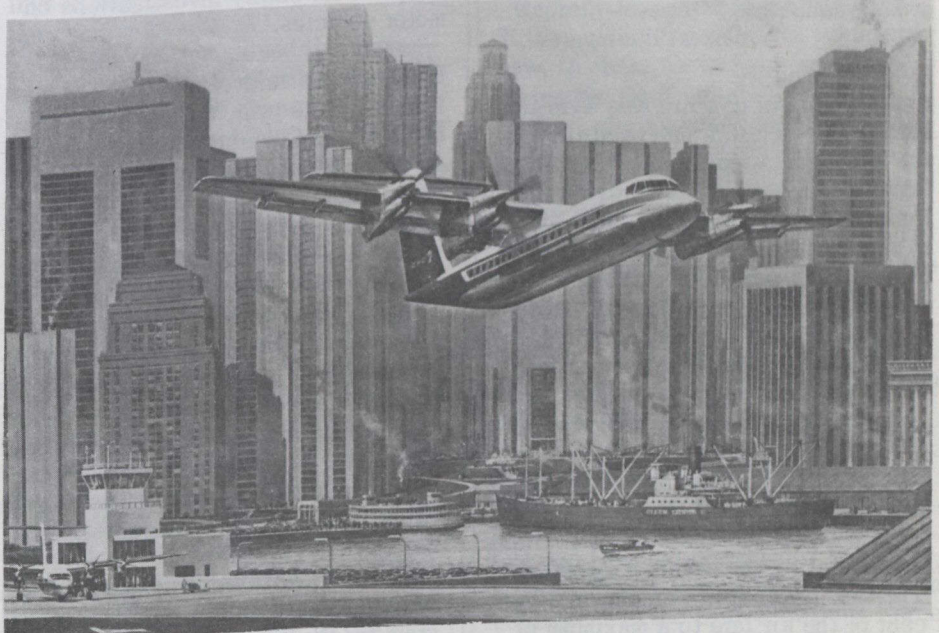
In shipping, the Ministry of Transport announced in May that Canada would withdraw from certain articles of the British Commonwealth Merchant Shipping Agreement, and gave other member countries 12 months notice of intent.

The withdrawal is designed to reserve the coasting trade of Canada for Canadian-flag ships, although there will be some exceptions, and "grandfather rights" will be extended for five years to Commonwealth ships already in the coasting trade.

### Roads and rail

Extensive federal-provincial highway programs were also begun in 1974 to mark the beginning of a \$78.5-million series of programs to strengthen highways in Manitoba, Saskatchewan and Alberta over the next five years. The Western Northlands Road Agreement to upgrade road access to remote communities in the four western provinces was also started during the year.

In June, the Railway Relocation and Crossing Act was proclaimed. This Act is to facilitate the relocation of railway lines or rerouting of railway traffic in urban areas and to provide additional financial assistance for



One of the highlights of transportation in Canada last year was the inauguration of an experimental STOL service between Montreal and Ottawa (about 100 miles or 160 km).

The DHC-7, which carries 49 passengers, causes minimal noise and is expected to ease congestion and soaring costs of conventional air services.

work done for the protection, safety and convenience of the public at railway crossings.

Late in December, legislation to amend the Railway Act to require the railways to disclose information on their operating costs was tabled by the Government in the House of Commons.

The Federal Government also announced near the end of the year that it would "freeze" a 12,413-mile regional network of rail lines in the Prairie Provinces until the year 2000 and that an additional 6,283 miles of rail lines in the same region would remain "frozen" for at least one year to evaluate their future.

#### Anti-pollution measures

The Ministry was instrumental in organizing a number of conferences during the year, including the National Conference of Railway Car Supply and Demand and the National Symposium on Marine Pollution. The latter was held late in 1974 to examine the Government's and industry's current state of anti-pollution effectiveness, explore additional preventive steps and assess the problems in this area.

Canada and the United States signed an agreement for a joint contingency plan to ensure a co-ordinated effort in containing and removing discharged oil and other pollutants which could threaten the waters and coastal areas of both countries.

#### Aviation security

Another area of concern was aviation security, which was improved through the new Civil Aviation Security Regulations. The regulations provide the Federal Government with the authority to regulate security measures at airports for the search of persons and property and the protection of passengers, crews and aircraft. Although the airlines are responsible for the security inspection of passengers, facilities and equipment are provided by the Ministry of Transport.

Late in the year the Ministry also implemented an air-transportation tax to help offset the costs of maintaining and operating the nation's airports. The tax, payable in Canada, is 5 per cent of the air fare to a maximum of \$5 on any ticket sold in Canada for air travel within the designated taxation area. There is a specific tax of \$5 for international trips ending outside the

taxation area. The taxation area includes Canada, the United States (except Hawaii) and the French Islands of St. Pierre and Miquelon.

#### Northern operations

Early in 1974, it was announced that the annual resupply service to the six Keewatin communities on the west side of Hudson Bay would be provided by the Northern Transportation Company Limited from a base at Churchill, Manitoba. Previously the operation had been carried out from Montreal; the change will expand the role of Churchill as a gateway for northern shipping.

A four-year program to dredge Churchill harbour to a depth of 35 feet has begun and is considered the key to expanding the operational limits of the port. The port, for the first time, also handled sulphur and it was established that it could handle a variety of commodities and provide a greater service than it has in the past.

In July, Transport Minister Jean Marchand officially inaugurated a short take-off and landing (STOL) service between Ottawa and Montreal. That same month he also announced plans to build a \$9.5-million motor-vehicle test centre near the new Montreal International Airport. The centre will permit the Ministry to increase the scope of its safety investigations on motor vehicles.

#### Emphasis on safety

Earlier in the year, the provinces and the Federal Government announced a co-ordinated five-year program to improve highway safety in Canada. A 15 per cent reduction in the rate of road traffic fatalities by 1979 has been set as a target for the program.

Safety in all modes was a major consideration during the year. Electronic-vessel traffic management systems are in operation on both the east and west coasts, and an agreement was reached with the U.S. for co-operation in the use of telephone communication on the Great Lakes for distress, safety and navigational purposes.

Air safety will be enhanced by the introduction of an \$18.6-million program for the manufacture and installation of 12 enroute terminal systems to improve automated air-traffic control; and the Ministry's Air Safety Division is working on some 60 safety re-

search projects, ranging from turbulence in large jetliners to the fire resistance of aircraft interiors.

Through the Community Airports Assistance Program, more than \$2 million was granted to 29 airport projects throughout Canada.

A new policy to upgrade air-transportation facilities in the North was also announced in the form of a five-year project estimated at \$40 million to improve reliability and regularity of services to Northern communities.

#### Collective bargaining in the federal Public Service

Federal Government negotiators will meet Public Service bargaining agents in 1975 to renew terms of collective agreements, which come up for renewal this year, covering some 155,000 employees in 36 bargaining units.

During the year just ended, Treasury Board negotiators signed collective agreements with representatives of 35 bargaining units, establishing rates of pay and conditions of employment for some 101,000 federal scientific, professional, technical, administrative and operational employees.

The average annual compound rate of increase provided through collective agreements signed in 1974 was 10.8 per cent. Most federal employees also received a \$500-increase in annual rates of pay effective April 1, 1974, which represented, on average, the equivalent of a 5 per cent increase.

Apart from the negotiated increases, employees who are below the maximum rate receive annual automatic increases of approximately 4 per cent.

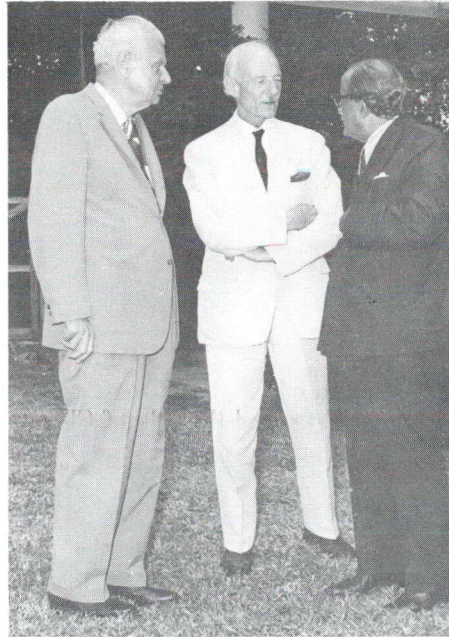
During 1974, 20 collective agreements were concluded at the bargaining table without third-party assistance, 13 agreements followed arbitration, one was concluded after conciliation and one agreement followed a lawful strike.

Collective bargaining in the federal Public Service, which began in 1967, is a continuing operation. As the year 1975 began, Treasury Board, which is the employer for Federal Government employees, was already in various stages of negotiation with representatives of 23 bargaining units involving 46,000 employees, and ranging in size from the 64 employees in the Home Economics Group to the 19,000 of the General Labour and Trades Group.

### Longest serving Commonwealth parliamentarians meet in Barbados

Three veteran politicians of Commonwealth countries, whose combined years of service number 114, met in Barbados in December. Former Canadian Prime Minister John Diefenbaker, 79 (left), who was there to work on his memoirs, has served 36 years, Lord Tramire, 71, (centre), has been in British politics for 45 years, and Sir Theodore Branker, 65, has been a member of the Barbados House of Assembly and Senate for a total of 37 years.

The three parliamentarians, who are still in office, were honoured with their wives by the Commonwealth Parliamentary Association at a lunch at the Windsor Hotel in Hastings, Barbados.



### Long hours and short vacations for Chinese students

Canadian university leaders (including former Queen's Principal John J. Deutsch), who visited the People's Republic of China last summer learned much about the institutions and their current development, according to their report, presented recently to the Secretary of State for External Affairs.

During the two-week tour, the delegation visited nine institutions and spoke with both administrators and students.

The student in the People's Republic is told the nature of his university program rather than choosing it, and faces some three years' hard work, the report said. In addition to long hours, the academic year spares only five weeks for vacations.

#### Free tuition

Tuition and residence fees are provided without charge and the student receives free medical care. A grant provides for food, textbooks and seven incidental expenses in cases of special need, the delegation learned.

While students do not participate in university decision-making, they work with their professors in an atmosphere of comradeship, mutual learning and discovery. They are also free to express their views on politics and education, the report indicated.

The reorganization of the universities

in China began after the Cultural Revolution in 1966-69.

Factories, workshops and some farms are part of the campus and workers there guide students in the production processes. The scientific departments have close links with these areas; arts students are encouraged to make social investigations in places of work and in the community.

"The delegation gained the impression that the levels of achievement aimed at were more characteristic of technical-vocational education than of university education in North America," the report noted.

One third of the students' time is spent on political studies, and service to the people is a prime goal. Many students selected by universities from agricultural or other work areas will return there afterward.

The student, the outside work situation and new materials for self-study are the focus of education rather than the textbook, teacher and classroom. A great deal could be learned from the development of work-study relations in Chinese education, the report pointed out.

The slow pace of growth in student numbers puzzled the delegation, which reported that only about 250,000 students in all attend university out of a population of 800 million.

### Medals for heroism in Cyprus

Nine members of the Canadian Armed Forces will be decorated for acts of heroism while on peacekeeping duties with the United Nations in Cyprus, during the Turkish invasion.

Captain Alain Robert Pierre Joseph Forand of Farnham, Quebec, and Private Joseph Michel Clarisse Plouffe of St. Michel, Montreal, will be awarded Canada's second highest decoration for bravery, the Star of Courage; the others will receive the Medal of Bravery. (There are three Canadian decorations for bravery, for which both civilians and members of the armed forces are eligible. They are the Cross of Valour, the highest award, the Star of Courage and the Medal of Bravery.)

Captain Forand receives the Star of Courage for the rescue of a wounded Canadian officer, carried out while under machine gun fire.

Private Plouffe will receive the same decoration for giving first aid to the same wounded officer, despite constant fire, and continuing first aid even after he had been wounded by a bullet.

Medal of Bravery recipients are:

Corporal Joseph Fernand Claude Gratton and Private Joseph Michel Gingras, both of Quebec City, for the rescue of a wounded comrade while under sniper fire;

Captain Joseph Normand Blaquiere, St. François d'Assise, Côté Bonaventure, Quebec, for several incidents during the most intense part of the conflict, during which he attempted to keep the peace and prevent loss of lives. He was wounded;

Corporal Joseph Roland Michel Whelen of Maniwaki, Quebec, Private Joseph Gilles Pelletier, Les Méchines, Matane Côté, Quebec, and Private Joseph Mike Belley of Chicoutimi, Quebec, for the rescue of a wounded officer and soldier while under machine gun fire; and

Colonel Guy H. Lessard of Montreal, for protecting a Turkish Cypriot civilian from harm when his life was threatened by combatant troops. Colonel Lessard commanded the Canadian Airborne Regiment, the Canadian contingent in the United Nations Force in Cyprus.

#### Civilian bravery decorations

The Star of Courage is awarded to

Victor Solomatenko of Toronto, Ontario and Kari Joronen (posthumous) of Victoria, British Columbia, for a courageous, but unsuccessful attempt to rescue by helicopter a stranded fisherman from a boat in Lake Superior, Ontario. The man had been adrift for days.

Mr. Solomatenko, a helicopter pilot, hovered over the boat and dropped a rope to the victim, who was too exhausted to take it. Mr. Solomatenko then brought his helicopter down closer to the boat, while Mr. Joronen, who was accompanying him, climbed out of the cabin of the aircraft onto the float to try and rescue the victim. The helicopter suddenly dropped into the waves and overturned. Mr. Solomatenko held onto the wreckage and was saved, but Mr. Joronen and the fisherman were lost.

Award of the four Stars of Courage, as well as the award of nine Medals of Bravery, have also been announced by Government House.

The recipients of all these medals will be presented with their decorations at an investiture to be held at Government House.

The other recipients of the Star of Courage are:

Aron Katz of Big Whitehall Lake, Manitoba, who died as a result of his successful efforts to save his younger sister from drowning; Claire Larose of Lachute, Quebec, who is 16, for the successful rescue of her three-year-old niece from a burning house.

Those who will receive the Medal of Bravery are:

Captain Gene Paul Storey of Prince Rupert, British Columbia, for undertaking two mercy flights in British Columbia, which were made under adverse conditions when commercial aircraft had been grounded; Pasquale Burgio of Fort Erie, Ontario, for the successful rescue of two men who had been overcome by fumes while cleaning a tank in an industrial plant; Corporal Joseph George White of Dartmouth, Nova Scotia, for his attempt to rescue a couple from the water between a naval vessel and the dock where it was moored. He succeeded in saving the woman, but her husband was lost; Royal Canadian Mounted Police Constable Roy Fraser Inman of Truro, Nova Scotia, for the exhausting and perilous rescue of a child who was being dragged out to sea by an undertow; John Frank Kurulok of Terrace, British

Columbia, for his efforts to save the two occupants of a wrecked and burning car. He was able to save one, but was driven back by the flames before he could save the other occupant. Mr. Kurulok was 73 at the time; James Stephen of Saskatoon, Saskatchewan, for the rescue of a drowning man from the turbulent waters of the Cochrane River in Saskatchewan; Wendy Lynn Roy of Sudbury, Ontario, for the rescue of her younger sister following a water-skiing accident in which the victim was struck by the propeller of a runaway boat. Miss Roy was 15 at the time; John Robert Davie of St. Boniface, Manitoba, for stopping a threatened suicide by a mentally disturbed boy under risky conditions. The recipient was 13 at the time; and Corporal Herbert James Bond of Kings County, Nova Scotia, for the rescue from drowning of a fellow member of the Canadian Armed Forces following an accident in Bermuda.

#### German entrepreneurs visit Winnipeg

A group of 34 German businessmen and women toured Winnipeg, Manitoba, recently to study business conditions and investigate investment opportunities. The visit was part of a seven-

city tour of Canada which included Montreal, Quebec City, Ottawa, Toronto, Edmonton and Vancouver.

The delegation, headed by Dr. Eva Odehnal, are members of Bundesverband Junger Unternehmer, the Association of Young German Entrepreneurs, whose members comprise 5,500 executives of family-controlled businesses throughout Germany. The various businesses represented employ an average of 500 people and have annual sales ranging from \$2 million to \$300 million.

Manitoba Premier Edward Schreyer, who welcomed the group at the Legislature, elaborated on the excellent scope for investment in Manitoba. "As an exporter of hydro-electric power, the province will invest between \$6 and \$7 billion on total hydro development to ensure that our industry is not dependent on non-renewable resources," Mr. Schreyer said.

Industry and Commerce Minister Leonard Evans stressed the importance of such tours in showing potential investors the diversification of industry in Manitoba and the opportunities for mutual benefit.

A number of inquiries on garment-manufacturing, pipeline-construction, various consulting services, import and export possibilities have been received as a result of the group's visit.



Manitoba officials meet with members of Young German Entrepreneurs Association. Left to right are: T.S. Durham, Industrial Commissioner, Winnipeg Economic Development Board; Charles E. Curtis, Assistant Deputy Minister,

Manitoba Department of Finance; Mrs. Ingeborg Bodensohn, Wiesbaden, Germany; Mr. Rudolf Thiele, Consul of the Federal Republic of Germany; Mrs. Ursula Magin, Frankfurt on Main, Germany.

### Environment Canada computer system to be used by U.S. Government agency

Environment Minister Jeanne Sauv  announced this month that an agreement had been signed with the United States Geological Survey (USGS), under which the Canada Geographic Information System, a method of handling information for land-resource analysis, will be extensively tested by the U.S. agency. The cost, about \$65,000 will be met by the U.S. Treasury.

The USGS, which will soon be involved in a nation-wide program of land-use analysis, has been seeking a way of processing and updating its information by computer. Among the methods reviewed by the U.S. is the Canada Geographic Information System, developed by the Lands Direc-

torate of Environment Canada to read, store, analyze and compare the vast quantity of mapped information produced by the Canada Land Inventory.

Eleven series of map coverages with descriptive data are now in various stages of production in the system, including seven for the Canada Land Inventory. These are the capability of land to support agriculture, recreation, forestry, ungulates, and waterfowl; the suitability of waters for sport fish; and present land use.

To test the Canadian system, the U.S. agency will use information transmitted by the Earth Resources Technology Satellite (ERTS-1) in a joint experiment with the National Aeronautics and Space Administration.

### Gas by rail from the North

A railway to carry oil and gas from the Arctic is technically possible but would have to carry high volumes to achieve reasonable rates, said a study released recently by Transport Minister Jean Marchand.

Capital costs for a Mackenzie Valley railway would range between \$3.2 billion and \$14.4 billion. The final cost would depend on the route and whether the trains carry oil or gas or both.

The Canadian National and Canadian Pacific railways conducted the study, which looked at 28 different routes and product combinations.

The Transport Department said in a news release that the railway study would be made available to the National Energy Board and the Mackenzie Valley pipe-line inquiry during their reviews of northern pipe-line applications.

The study group was not asked to compare the railway with other transport methods of transporting oil like pipe-lines, but the Arctic rail design offered "operating performance comparable to suggested Arctic pipe-line systems".

Another report by the Transport Department, also released by Mr. Marchand, said that the British Columbia government proposal for an oil and gas railway from Prudhoe Bay through the Yukon Territory to British Columbia was technically sound.

### Food development plant nears reality

A pilot plant for developing food protein, oil and starch from Canadian grains and oilseeds has moved a step closer to reality with federal approval for funds.

G. Stanley Boulter, chairman of an interim board of directors for POS (protein, oil, starch) Pilot Plant Corporation, and the Minister responsible for the Canadian Wheat Board, Otto Lang, have confirmed that Treasury Board has approved initial federal expenditure of \$4.5 million for the facility.

The main purpose of the plant is to provide the physical capability to all interested segments of Canadian industry for the development of new technologies in grain and oilseed processing.

The plant will be able to process such crops and other forms of plant protein — including legumes — to the levels of protein, oil and starch. Further processing of some of these components to the level of actual food and feed ingredients will also be possible.

### New technology needed

The need for a pilot processing plant capable of developing new technology to produce protein, oil and starch from Canada's grains and oilseeds has been identified as one of the most restricting factors in the development of the food industry in Canada.

Federal studies have pointed out that the value of Canadian protein-bearing crops would be increased as much as 15 times through processing.

Technology has been lacking, and individual firms have not been capable of filling the void themselves. Federal reports have warned that unless there was swift action, the opportunity to develop this technology might be lost to foreign technology and imported crop components.

The new \$5-million plant to be in operation at its location on the campus of the University of Saskatchewan, Saskatoon, by 1976, will therefore fill a great need for Canadian producers and processors.

The facility, to be established as a non-profit corporation, will be managed by a board of directors drawn from among member organizations which have participated financially.

While the Federal Government has

### Veterans' delegation to Italy in spring

Canada will send an official delegation to Italy next April and May to take part in commemorative ceremonies at Canadian and Italian war cemeteries.

Veterans Affairs Minister David J. MacDonald, who made the announcement to the House of Commons recently, said that the memorial services would be organized with the co-operation of the Italian authorities to mark the thirtieth anniversary of the liberation of Italy and the participation of Canada's Armed Forces in the Italian campaign.

The history of the Canadian Army in Italy covers from July 1943 to February 1945, when more than 92,000 men of the 1st Canadian Corps were involved. More than a quarter of these were casualties. Over 5,000 were killed, or died of wounds, and now lie in Canadian war cemeteries in Italy.

Mr. MacDonald stated that he had visited all the major cemeteries in Italy last year. It was most appropriate he said, that memorial services be held at most of these cemeteries with surviving members of that Corps in attendance. In addition, wreaths will be laid in a number of Italian war cemeteries.

The survivors will make up the delegation going to Italy and will be selected by the commanding officers of the perpetuating units of the 1st Canadian Corps.

approved an expenditure of \$4.5 million (90 per cent) of the initial capital cost of the plant, private companies, provincial governments, universities and co-operatives are raising the balance.

The corporation, which was granted federal letters of patent late in 1973, will have 13 directors — seven from industry, two appointed by the Federal Government and the remainder appointed members such as universities and related associations.

### Increase in pension payments

Increases in the Old Age Security Pension, Guaranteed Income Supplement payments and Canada Pension Plan, effective this month, have been announced by Health and Welfare Minister Marc Lalonde.

Increase in Old Age Security Pension and Guaranteed Income Supplement payments represent the fifth quarterly escalation based on the cost of living, as provided for in the Old Age Security Act.

The new monthly total at the single rate for persons receiving both the basic Old Age Security pension and maximum Guaranteed Income Supplement will be \$204.27.

For a married couple who are both pensioners, the combination of the basic pension and maximum supplement provides a monthly payment of \$389.70 for the couple.

The basic Old Age Security pension rises to \$120.06 from \$117.02. The maximum Guaranteed Income Supplement for a single person, or a married person whose spouse is not a pensioner, goes to \$84.21 from \$82.08.

The maximum supplement for a married couple, both pensioners, increases to \$74.79 each from \$72.89.

Added to the basic pension, this gives each married pensioner \$194.85 monthly, or a total of \$389.70 for the couple.

Some 600,000 pensioners and beneficiaries under the Canada Pension Plan receive increases of 10.4 per cent in their pension. The maximum Canada Pension Plan retirement pension rises to \$121.00 a month as of January 1975, from \$109.60.

The combination of the adjusted Old Age Security pension and Canada Pension Plan retirement benefit provides monthly payments of \$241.06, where the maximum 1974 CPP pension is payable.

Mr. Lalonde said that the escalation of benefits under the Canada Pension Plan, in line with the full increase in the cost of living, is the result of an amendment to the Plan last year. Previously, the escalation of benefits was limited to 2 per cent each year.

### Family allowances

Increases in Family Allowances, are also effective this month. The increase is based on the cost-of-living-increase since November 1973, as provided for in the Family Allowances Act.

Federal monthly allowances paid for children under the age of 18 rise to \$22.08 from \$20 a month for each child.

Under a provision in the Family Allowances Act, a provincial government may ask the Federal Government to vary the family allowance rates payable in that province according to the age or the number of children in a family, or both, providing the family allowance payments in each province average \$22.08. Quebec and Alberta have chosen this option.

Special Allowances, which are paid to foster parents and welfare agencies, government departments and institutions that are maintaining children, also increase to \$22.08 from \$20 in all ten provinces.

### Population projections

Canada is moving toward an "older" population, says the Bank of Montreal *Business Review* for December.

Changes in the age structure of the population will feature a growing proportion of elderly people, and significantly fewer in the under-20 group.

Tracing population trends over the next decade, based on figures drawn from a Statistics Canada study, the *Review* notes that by 1986, 32 per cent of the population will be under the age of 20, compared to 39 per cent today.

Fully half the population, on the other hand, will be 30 or over.

"The decline in the number of young people," the *Review* says, "carries with it significant implications, among the most important being the relative shift in expenditure patterns away from goods and services oriented primarily for the young, and the continued softening in demand for education...."

As the number of retired people grows, working members of the population may have to bear a greater cost for the support of the elderly, particularly as the purchasing power of their pensions and savings is eroded by inflation.

Also, as the relative number of children and teenagers declines, a higher proportion of young adults will sustain a strong demand for cars and other durables, as well as a higher standard of housing.

The *Review* notes that, all things considered, Canada's population will probably expand at an extremely slow rate between now and 1986. The pace of increase will, in fact, be the slowest since the period from 1871 to 1891.

### Family size

Surveying specific aspects of growth, the *Review* says that family size appears to be stabilizing at two children. The current fertility rate in Canada is slightly under two births for each woman, but this will probably increase over the next decade. The birth rate, in fact, is expected to rise and reach a peak again in 1981.

Net migration (immigration minus emigration) will be about 60,000 a year by 1986, implying a share of the total projected population increase of about 18 per cent.

The *Review* also concludes that the movement of Canada's population towards the faster-growing economic regions of the country will continue. Ontario's share of the population will thus increase significantly, while those of the Atlantic provinces and Quebec will decline.

*Canada Weekly* is published by the Information Division, Department of External Affairs, Ottawa, K1A 0G2.

Material may be freely reprinted, for the use of which credit would be appreciated; photo sources, if not shown, will be provided on request to (Mrs.) Miki Sheldon, Editor.

*Cette publication existe également en français sous le titre Hebdo Canada.*

*Algunos números de esta publicación aparecen también en español bajo el título Noticiero de Canadá.*

*Ähnliche Ausgaben dieses Informationsblatts erscheinen auch in deutscher Sprache unter dem Titel Profil Kanada.*