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FESTIVAL STAGE TO BE IMPROVED

To celebrate its tenth season, scheduled to open on June 18, 1962, the Stratford Shakespearean Festival will give its stage a "new look" -- wider, higher, and more dramatic.

Discussed and planned over a period of two years, the proposed changes to the famed pillared platform, which was originally designed by Tanya Moiseiwitsch and Tyrone Guthrie in 1953, have been approved by the Board of Governors on the Recommendation of Artistic Director Michael Langham. Construction will begin in late November and the work will be finished sometime in February, 1962.

"Over the past nine seasons, the Festival stage has proved itself the most suitable in the world for Shakespearean performances," Mr. Langham said in discussing the nature of the new design. "Its possibilities for variety of treatment in production are seemingly limitless. Any adjustments to the existing platform, therefore, in no way depart from the original philosophic conception. They are purely technical revisions to obviate certain difficulties that have arisen accumulatively over nine years' experience."

REAFFIRMATION OF BASIC PRINCIPLES

Re-designed by Miss Moiseiwitsch, in association with Brian Jackson, the stage will further emphasize the basic principles of the close audience-actor relation that has for some years been influencing the architecture of other theatres in various parts of the world. The existing distinctive atmosphere will be retained, but the new designs create a larger playing area for the actors and improved

sight lines for the audience. In general terms, the plan is to widen and open up the back areas of the stage while the familiar "apron", jutting out into auditorium, will remain the same.

Changes, calculated to give a stronger, more aggressive appearance, will include:

- Raising the stage balcony eight inches;
- Reducing the number of pillars supporting this balcony from nine to five (the pillars will be larger in circumference);
- Moving the two side entrances farther toward the outer flanks of the stage wall, providing each with a larger platform and an overhanging canopy, and re-arranging the existing cluster of staircases;
- Eliminating the two upper window balconies, which have rarely been used, except for decorative purposes.
- Hanging the two main back wall panels on hinges so that they may be opened to provide additional entrances.

Mr. Langham noted that the gender of the stage "will change from feminine to masculine -- more in keeping with the robust nature of most of Shakespeare's works." "Heretofore," he explained, "the stage has seemed more in tune with the spirit of the comedies than with that of the histories and tragedies. As there are more of the latter in Shakespearean canon, it seems reasonable, during the next decade at least, to bring about what might be called a change of sex. A bolder, more spacious, more rugged appearance is therefore planned."

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REASONS FOR SPECIFIC CHANGES

Mr. Langham outlined some of the reasoning that lies behind the specific changes. "The two side stairway entrances have proved ineffectual for strong or dignified entrances," he explained. "They have seemed to have a 'backstairs' aura, and tended to propel characters down a narrow flight of stairs right into a pillar."

"The narrowness of the upstage-centre entrance, together with the many slender pillars all in close proximity to one another, has proved cramping for strong entries and for using the pillared space as a flexible acting area," he continued. "It is planned to widen this entrance, to lessen the number of pillars (as well as to change their size), to raise the balcony, and to place the whole of this area on an isolated island or rostrum."

Many of Shakespeare's plays, Mr. Langham noted, seemed to need an impression of at least two distinct houses; preferably three (e.g. "Romeo and Juliet"). As the stage stands now, only one is suggested. In the new plan, three separate "houses," each with its own protective canopy, will be apparent.

"A trap-door has seemed desirable in the floor of the stage balcony," he added. "For example, Prince Arthur, leaping from the wall in 'King John,' presents a feat impossible to achieve satisfactorily on the existing stage without the actor doing serious damage to himself. With a trap-door, the particular scene could be staged more realistically and with greater safety."

"Shakespeare's plays frequently require a clash of opposing forces or characters, a situation effectively exploited on the stage if there is a direct diagonal approach from opposing corners leading to the inevitable conflict in the centre," he said. "This is planned-for in the new stage by setting the rear side doors directly opposite the tunnels (the two ramps which lead under the auditorium floor into the understage and backstage area)."

Construction details, worked out in consultation with Robert Fairfield, Toronto architect who received the Governor-General's award for his design of the Festival Theatre, call for the use of white oak in the flooring, stage balcony and pillars. The back-wall panelling will be of korina and elm. The whole structure will be given the same muted colour treatment as the existing stage.

AWARD TO JAPANESE STUDENT

A Canadian company in Japan will help a student from that country to take post-graduate studies in Montreal this winter. Alcan Asia Ltd., a subsidiary of the Aluminum Ltd., Montreal, incorporated in Tokyo, has awarded a \$3,500 fellowship to Koichi Kubota for studies at McGill University. Mr. Kubota, a member of the Policy Planning Board of the Secretariat of the Japanese Ministry of International Trade and Industry, will take an M.A. in economic planning.

Mr. Kubota's original application for assistance was submitted to the Canada Council. Because of limited Council funds, however, only two of the eight candidates from Japan could be accepted. On learning of Mr. Kubota's qualifications and of the Council's inability to assist him, Alcan Asia created a scholarship of its own. The award includes return air fare to Montreal, tuition at McGill and living expenses. At the request of the company, the Council has agreed to administer this new scholarship as part of its own non-resident programme for the academic year 1961-62.

INDUSTRIAL CO-OPERATION WELCOMED

In agreeing to act as trustee for the company, said Dr. A.W. Trueman, Director of the Council, "the Canada Council welcomes this generous move by Alcan Asia in the field of international exchange." "As Canada's graduate schools grow and develop," he added "our country will be under an increasing obligation to share her knowledge and technology, particularly in specialized areas. One way in which this can be done is through scholarships offered to students from abroad. The demand for such scholarships, as indeed for scholarships on all levels, will grow rapidly in the coming years. The Canada Council alone cannot hope to fill this need. There will be increasing scope for private initiative such as that of Alcan Asia".

The present scholarship is the second administered by the Canada Council for a private corporation. The Queen Elizabeth II Fellowship in the earth sciences commemorating the visit of Queen Elizabeth to the Sudbury mines of the International Nickel Company of Canada was awarded by the Council for INCO last year.

CANADIAN EDUCATION REVIEW

The Dominion Bureau of Statistics has published a new report entitled "A Graphic Presentation of Canadian Education." Containing 20 pages of diagrams and 21 pages of text, the report reviews a number of selected features in the field of education in Canada.

Opening with a discussion of the role of education today, the report goes on to give an account of school organization and administration and to provide a "pocket history" of the growth of education since pioneer days.

Other sections pose such important questions as: "How well are we employing our student resources?", "What are we doing in special education?", "Is there a shortage of qualified teachers?", "Do we need more university graduates?". Text and graphs may conceivably help the reader to reach his own conclusions.

Vocational training, adult education and the financing of education are also discussed and, in fact, all levels and many aspects of education are illuminated.

ST. CROIX RIVER AGREEMENT

The Secretary of State for External Affairs, Mr. Howard Green, has announced that the Government of Canada has considered the recommendations contained in the International Joint Commission's final report, dated October 7, 1959, on the St. Croix River Reference (1955), which concerns the development of the water resources of the St. Croix River basin, and has approved all the recommendations with the exception of Number 2, which is still under study. Similar approval was also announced on October 2 by the United States Government.

The International Joint Commission, of Canada and the United States, was established under the terms of the Boundary Waters Treaty of 1909 to facilitate the settlement of boundary waters questions of mutual interest to Canada and the United States.

On June 10, 1955, the Governments of Canada and the United States, pursuant to Article IX of the Boundary Waters Treaty of 1909, requested the International Joint Commission to investigate and report on the possibilities of further development of the water resources of the St. Croix River basin in Maine and New Brunswick.

COMMISSION RECOMMENDATIONS

To conduct the necessary investigations in the area, the Commission established the International St. Croix River Engineering Board, with members from both countries. Interested parties were invited to present their views to the Commission at a public hearing held in Calais, Maine, on June 27, 1958. As a result of its investigations, and representations made at the public hearing, the Commission made a number of recommendations that were made public on November 10, 1959, and have been carefully studied by the governments concerned.

The governments have accepted the Commission's recommendations regarding steps to be taken to abate the pollution of the St. Croix River and the recommendations that anadromous fish-runs be restored, that re-development of the Milltown, New Brunswick, site for power and other purposes should be carried out by Canadian interests, that an international stream-gauging station be installed by the appropriate agencies of the two countries downstream from the dam at Woodland, Maine, and that the Commission be authorized to continue studies of the possibilities of development of the water resources of the St. Croix basin. The Commission's recommendation Number 2, which concerns water levels on East Grand and Spednik Lakes, is still under review by governments.

TCA PREPARES FOR MILITARY ALERT

Trans-Canada Air Lines will cancel 126 flights and shift another 31 on October 14 and 15, when the North American Air Defence Command puts this continent's air-defence system to the test in Operation "Sky Shield 11". Altogether, more than 2,000 aircraft of the commercial airlines throughout North America will be grounded from 1 p.m. October 14 to 1 a.m. October 15, Eastern Daylight Time, while the military take over the air space above the continent.

All international flights that would normally arrive or depart from North America during the 12-hour period will also have to be re-scheduled. It is expected that more than 40 foreign air lines will be affected.

Last year, a similar exercise conducted for NORAD grounded civil aircraft for six hours.

Of the 194 flights TCA would ordinarily operate during this 12-hour period, only 37 will fly as scheduled. Twenty-one flights will operate between 10 minutes and 12 hours earlier than scheduled and 10 will operate later. The remainder will be cancelled. Six extra sections will be operated before or after "Sky Shield 11" to place or to balance equipment.

PAKISTAN HIGH COMMISSIONER

The newly-appointed High Commissioner for Pakistan, Mr. Sultan Mohammad Khan, made his first call on Prime Minister Diefenbaker on October 4. He was introduced by the Chief of Protocol of the Department of External Affairs, Mr. Henry F. Davis.

Since he joined the diplomatic service, Mr. Khan has served in Delhi, Cairo, Rome, Peking, Ankara and London. His last appointment was that of Deputy High Commissioner in London. Prior to his present appointment, he was Director-General of the Pakistan Foreign Office.

INVITATION TO JAGAN

The Secretary of State for External Affairs, Mr. Howard Green, announced on October 4 that the Government of Canada had extended to Dr. Cheddi Jagan, Premier of British Guiana, a cordial invitation to pay an official visit to Ottawa on October 18 and 19. It is expected that, while in Ottawa, Dr. Jagan will meet the Prime Minister, other Cabinet Ministers and senior government officials.

AUGUST SEAWAY TRAFFIC

Preliminary toll traffic statistics released recently by the St. Lawrence Seaway entities reveal that total cargo traffic for the April-through-August period of this year has increased 9.5 per cent for the Montreal to Lake Ontario section and 1.3 per cent for the Welland Canal over that recorded during the same period in 1960.

August cargoes for the Montreal-Lake Ontario area amounted to 2,922,289 tons, compared to 2,731,405 for 1960. On the Welland Canal, a total of 4,094,020 tons was recorded for the period, a 238,076-ton increase over the August 1960 tonnage of 3,855,944.

Downbound tonnages for both sections reflect substantial increases, but are partially offset by decreases in the traffic moving upbound. On the Montreal-Lake Ontario section, 1,727,072 tons of downbound cargo during August of 1961 represents a 17.3 per cent increase over the 1,472,090 tons recorded for the same month a year ago. During the 1961 period of April to August, a 35.9 per cent increase in

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downbound traffic over the corresponding 1960 period is noted, 8,890,795 tons this year compared with 6,542,434 tons last year. The August 1961 upbound traffic of 1,195,217 tons is a 5.1 per cent decrease from 1,259,315 tons for August 1960 and the 4,740,121 tons upbound reported for the April-through-August period this year is 19.6 per cent less than the 5,898,681 tons in 1960.

WELLAND CANAL

The same pattern exists for the Welland Canal. August shows a 10.3 per cent increase in downbound cargo, 2,975,506 tons in 1961 compared with 2,698,755 tons in 1960 and an upbound decrease of 3.3 per cent from 1,157,189 tons in 1960 to 1,118,514 tons in 1961 is recorded. In comparing the figures to date for 1961 with those for the same period of 1960, downbound traffic increased by 10.9 per cent, from 12,634,452 tons to 14,016,494 tons, and upbound traffic decreased 19.9 per cent, from 5,708,988 tons to 4,572,866 tons.

Vessel transits, exclusive of pleasure craft, continue to be slightly fewer in 1961 despite greater cargo tonnage. For the Montreal-Lake Ontario section, the vessel total year-to-date is 4,237 and for the Welland Canal 4,652. The 1960 vessel transits were 4,299 and 4,655 respectively.

CANADIAN FIRMS IN LIMA FAIR

Sixty Canadian companies will display their wares at the Pacific International Trade Fair in Lima, Peru, this month, the Department of Trade and Commerce disclosed today in releasing a booklet prepared for pre-fair mailing to potential buyers and on-site distribution at the Canadian Pavilion.

This is one of the largest Canadian contingents to participate in a trade fair abroad since Trade and Commerce Minister George Hees launched Canada's worldwide export trade promotion drive last December. It includes not only most of the big Canadian manufacturers but many smaller, more specialized firms. It will be promoting the sale of a host of Canadian products, ranging from apples and aircraft to sports equipment and industrial machinery.

The 36-page illustrated booklet *Canada muestra sus productos en Lima* (Canada Exhibits her Products in Lima), has a striking four-colour cover and presents photographs and descriptive copy on the products that will be displayed in the Canadian Pavilion. Distribution of the booklet in Lima will be confined to businessmen, but the Department has also produced an inexpensive single-sheet flyer on Canada and Canadian consumer goods for mass distribution. More than 750,000 are expected to attend the Lima Trade Fair, which runs from October 12 to 29.

MOBILE HOMES FOR HARSH CLIMATE

Mobile homes, designed specially to meet climatic conditions of Western Canada, are being built by Estevan Industries Company Limited. The plant is located in two 160 feet by 240 feet hangars purchased by the company from the town of Fort Macleod, Alberta.

The firm was originally organized by a group of Estevan, Saskatchewan, businessmen several years ago. In mid-1959 two Alberta businessmen, R.J. Dawson of Calgary and F. Bucci of Edmonton, purchased control of the company, and plant equipment was moved to Fort Macleod early in 1961.

The new southern Alberta industry produces homes ranging from 10 feet wide and 34 feet long to units 12 feet in width and 60 feet long. The total number of models, including two and three bedroom choices, is 17.

The "Esta-Villa" coaches are completely finished and wood is extensively used in interior finishing. Aluminum and metal exterior is available in four colour combinations.

Production capacity is one trailer a day, operating on a one-shift basis. The company employs nearly 50 persons, with an annual payroll of \$145,000.

Sales of \$1,500,000 annually are handled through a dealer organization, with the market area extending from Winnipeg to Vancouver Island.

The firm is actively engaged in mobile-home research and development, and plans to enter the industrial and specialty mobile field. One recent development is a proto-type mobile coin-laundry and dry-cleaning unit, equipped with seven automatic washers, three dryers, and two dry-cleaning machines. The trailer has its own water-heating plant and needs only to be hooked to electricity and sewer and water connections.

The total value of plant and equipment is approximately \$200,000.

SHIPPING AT CANADIAN PORTS

The volume of freight handled at Canadian ports in foreign and coastwise services in July advanced 8.6 per cent to 21,667,340 tons from 19,955,667 in the same month of 1960. This brought loadings and unloadings in the January-July period to 87,792,285 tons from 84,970,382 a year ago, an increase of 3.3 per cent.

Freight handled in foreign service decreased 2.4 per cent in July to 10,582,456 tons from 10,843,693 and 4.1 per cent in the January-July period to 43,995,250 tons from 45,873,561. Volume of freight handled in coastwise services increased 21.7 per cent in the month to 11,084,884 tons from 9,111,974 and 12.0 per cent in the seven months to 43,797,035 tons from 39,096,821.

Vessel arrivals and departures in both services declined in July to 30,511 from 31,590 a year earlier, with the registered net tonnage falling to 36,525,034 from 37,884,461. Arrivals and departures in both services in the January-July period dropped to 149,521 from 157,125 a year ago with the registered net tonnage decreasing to 167,970,175 from 168,309,361.

Canadian ports handling the greatest volume of freight in July were: Montreal, 2,444,933 tons (2,193,695 in July 1960); Seven Islands, 1,471,761 (2,261,721); Port Arthur, 1,241,051 (1,125,054); Hamilton, 1,189,546 (1,068,692); and Vancouver, 1,040,865 (1,012,943).