



CANADA

CANADIAN WEEKLY BULLETIN

INFORMATION DIVISION • DEPARTMENT OF EXTERNAL AFFAIRS • OTTAWA, CANADA

Vol. 13 No. 15

April 9, 1958

CONTENTS

- The Trans-Canada Highway 1
- Bottles Adrift 2
- Seedlings To The Netherlands 2
- Multi-Million Dollar Project 3
- Visit Of Mr. Macmillan 3
- Wheat Offered By Canada 3
- Record Audience 4
- Revised Party Standing 4
- Shopping Centres 4

- Saskatchewan Economic Gains 4
- Residential Units 5
- Forest Roads And Picnic Areas 5
- Ontario Parks Popular 5
- Fruit Tree Census 6
- To West Indies Ceremonies 6
- Aid German Air Force 6
- NRC Scholarships 6

THE TRANS-CANADA HIGHWAY

The Trans-Canada Highway starts at St. John's in Newfoundland and ends at Victoria in British Columbia. Generally speaking, the highway follows the shortest practical route across Canada consistent with the needs of the provinces and the interest of Canada as a whole. When completed it will provide North American motorists with one of the finest scenic touring routes in the world.

This great route is more than a promise. Already ten years and millions of dollars worth of construction work have gone into building the trans-continental paved all-weather road. From the Ontario-Manitoba boundary to Calgary the Highway is virtually an accomplished fact and is the main artery for tourist traffic across the Prairie Provinces.

From St. John's, Newfoundland the Highway loops westward across the northern part of the province and down to Port aux Basques in the southwest corner. Ferries also connect the mainland sections of the Highway with Prince Edward Island, between Caribou, N.S., and Wood Islands, P.E.I.; Borden, P.E.I.; and Cape Tormentine, N.B. From there the Highway passes through quaint villages and famous Canadian cities as it makes its way west.

Most of the cities it touches are familiar to North American motorists--Antigonish and New Glasgow, Nova Scotia; Moncton and Fredericton, New Brunswick; Charlottetown, Prince Edward Island; Ottawa, Peterborough, Port Arthur and Fort William, Ontario; Winnipeg, Portage La Prairie and Brandon in Manitoba;

Regina, Moose Jaw and Swift Current, Saskatchewan; Medicine Hat, Calgary and Banff, Alberta; and Revelstoke and Kamloops, New Westminster, Vancouver, Nanaimo and Victoria in British Columbia.

The total distance of the Trans-Canada Highway is approximately 4,480 miles but it should be kept in mind that this mileage does not include travel through Quebec as that province has not entered into the Federal-Provincial Trans-Canada Highway Agreement. There are, however, good highways through Quebec linking the Trans-Canada Highway routes in New Brunswick and Ontario. The approximate mileage through Quebec is 390 making an overall total of about 4,870 miles.

The Trans-Canada Highway, as such, is not yet complete but it is of course quite possible and feasible to travel from coast to coast via the present highway system -- the greater part of which is paved and follows the present Trans-Canada route.

The Trans-Canada Highway in Newfoundland runs from St. John's, the Capital City, across the province to Port aux Basques on the southwest coast a distance of 580 miles including 26 miles in Terra Nova National Park. Of this total, 244 miles have been graded to Trans-Canada standards. With a few exceptions, the route is gravel surfaced. The total Trans-Canada mileage in Nova Scotia is 318 miles and at least 200 of these have been paved to good standards, 22 miles to Trans-Canada specifications including the Canso Causeway.

In Prince Edward Island the total distance of the highway is 75 miles, 72 of which have been paved to Trans-Canada standards. The remaining 3 miles follow the present highway which is paved but not yet up to Trans-Canada standards. The total distance of the Trans-Canada Highway through New Brunswick is 390 miles. About 100 miles have been paved to Trans-Canada Highway specifications.

The total length of the Trans-Canada Highway in Ontario is 1,436 miles. Except for the physical gaps between the Agawa River and Marathon and between Port Severn and Footes Bay, the route is almost entirely paved. The main exceptions are Route 69 just north of Parry Sound to Britt and some sections along Highway 17 from Marathon to the Manitoba border. The alternate route around Northern Ontario (11 from North Bay) is mostly paved but there are some sections which are gravel.

In Manitoba the Trans-Canada Highway begins at the Ontario-Manitoba boundary and follows Highway 1 across the Province to the Saskatchewan boundary. The total distance is 309 miles and the whole route is paved and virtually completed to Trans-Canada standards.

Saskatchewan is the first province in Canada to complete to Trans-Canada standards the whole of the Trans-Canada Highway through its territory. It was declared officially open in August 1957. The new paved highway, designated as No. 1, extends from the Manitoba boundary on the east to the Alberta boundary on the west and covers a total distance of 406 miles.

The total mileage of Trans-Canada Highway in Alberta (Route 1) is 333 miles, 51 of which are in Banff National Park. It has been completed from the Saskatchewan-Alberta boundary to Calgary, a distance of 214 miles. The total mileage of the Trans-Canada Highway in British Columbia is 634, 66 miles of which are through Yoho, Glacier and Mount Revelstoke National Parks. Except for the physical gap between Golden and Revelstoke and a few short stretches between Revelstoke and Vancouver, the route is paved.

* * * * *

BOTTLES ADRIFT

Approximately 600 bottles have been recovered by the Fisheries Research Board of Canada from 24,000 released during the past two years in connection with the oceanographic programme in the northeast Pacific Ocean.

Cards from the bottles, now arriving almost daily at the Research Board's Biological Station at Nanaimo, B.C., indicate the drift of currents and provide valuable information now being sought by Canada, United States and Japan in connection with ocean and coastal fisheries.

Bottles were dropped in 24 releases of 1,000 each at Station PAPA, the location of Canada's Pacific weather ship, Latitude 50

degrees north and Longitude 145 degrees west, and a number of positions in mid-ocean. Inside each bottle a card, printed in English, Spanish, Japanese and latterly, Russian, promises the finder a reward of one dollar for its return to the Nanaimo Station.

Bottles have been found mostly on beaches over a wide range from the Aleutian Islands to the northern coast of California. Scientists of the Board's Pacific Oceanographic Group have expressed satisfaction over results. The total recovery to date is approximately two and one half per cent and should, the scientists predict, eventually reach about five per cent. Returns from each release show that ocean currents in the Pacific have marked variations geographically, seasonally and from one year to another.

* * * * *

SEEDLINGS TO THE NETHERLANDS

The Ontario Department of Lands and Forests will send within the next weeks some 2,000 seedlings to The Netherlands as a gift from the people of Ontario to the Dutch people. Mr. G.J. Pieters, Attaché of The Netherlands Embassy in Ottawa, was in Toronto recently to discuss with Travel and Publicity Minister Bryan L. Cathcart arrangements for the presentation.

The seedlings, which will be supplied by the nurseries of the Lands and Forests Department under the administration of Hon. Clare E. Mapledoram, will be planted in an area of the Zuyder Zee now being reclaimed from the sea, and they will help set the first woodlot on the reclaimed land.

This gesture by the Ontario Government follows recommendations by the Ontario Horticultural Association which thought it might be a good introduction to members of the association making a European spring garden tour starting next month. Leaving Toronto on April 16, the tour will take the Ontario visitors to Holland, Belgium, France and England. It is hoped they will be in Amsterdam when the Canadian Ambassador makes the presentation of the trees. Negotiations are under way to have either Queen Juliana or the Prince Consort accept Ontario's gift on behalf of the Dutch people.

The seedlings will be shipped by air to avoid heating while in shipment. A similar gift was made some time ago to the Japanese people, and the Canadian Ambassador in Tokyo officiated at the ceremony of the planting of an Ontario tree.

The area of the Zuyder Zee where the Ontario seedlings are to be planted was drained of salt water, and then filled with fresh water to remove all saltiness from the soil. The 1960 World Plowing Match is scheduled to take place in this reclamation area where the sea now covers the land.

MULTI-MILLION DOLLAR PROJECT

New terminal facilities at Toronto airport, Malton, will be among the most modern hitherto designed and will place Canada to the forefront of aviation transportation, according to an announcement made by authority of Transport Minister George Hees. Plans for the new building are well advanced and work is expected to commence this year. The whole terminal structure will be a multi-million dollar project and the initial construction is estimated to cost \$20,000,000.

The new terminal building will consist of one central structure housing administrative and operational offices and four circular buildings or aeroquays from which passengers will enplane and deplane. Only two of these aeroquays will be constructed in the initial stage. The general concept of the design of these buildings is to provide ease of movement for air passengers and to cater to the jet age of air transportation.

In their plans for Toronto Airport, Department of Transport officials and the consulting architects, J.B. Parkins Associates of Toronto, have made provision for both present day air traffic requirements as well as for future operations with jet aircraft carrying up to 200 passengers which are scheduled to come into service by 1960. The site for the new terminal facilities at Toronto airport will be approximately one mile southeast of the existing terminal buildings which will be utilized for other purposes when the new project has been completed.

One of the unique features of these aeroquay buildings is that passengers will be able to drive their cars to within a hundred feet of the aircraft they will board and, in addition, park the vehicle in a multi-storey parking structure overhead. The roof of these aeroquay buildings will be fitted as heliports from which helicopters will provide rapid transportation to and from downtown Toronto and other surrounding centres.

Entrance to the airport will be from an overpass on the Malton road which is being developed into a four-lane highway. Cars will pass under the aircraft apron onto a sunken area around the main Administration Building. In front of this building a pedestrian plaza and formal gardens will provide a pleasing approach from the aircraft apron where visiting dignitaries will deplane.

Underpasses from this sunken area will lead to each of the aeroquays. These will be circular self-contained buildings from which several aircraft could be loaded and unloaded simultaneously. Passengers will enplane by means of covered walkways on ramp levels. Plans, however, provide for the use of aero-bridge loading in the future when passengers will be able to enplane from second-floor gates to the level of aircraft entrances. The aeroquay buildings will be shielded from the blast of jet-powered aircraft.

As public or private vehicles emerge from the underpass which leads from the Administration Building area to one of the aeroquays, it will arrive at the entrance to the ticket lobby on the ground floor which will be equipped with the most modern facilities for speeding up ticketing operations and for the handling of baggage. From the main entrance, cars may be driven to the adjoining short-term parking area or driven up a ramp into the parking structure above the main building from which elevators will provide direct access to the tickets concourse below. Passengers arriving by helicopter on the roof heliport, will likewise descend to the ticketing concourse by elevator.

The waiting room and concessions for the public will be located on the second floor of the aeroquay building and will be reached by escalator.

VISIT OF MR. MACMILLAN

Prime Minister Macmillan of the United Kingdom has accepted an invitation to visit Ottawa during the second week of June and may address both Houses of Parliament.

Prime Minister Diefenbaker's office has announced that Mr. Macmillan will come to Ottawa after holding talks in Washington with President Eisenhower.

WHEAT OFFERED BY CANADA

Prime Minister, John G. Diefenbaker, has announced that \$8 million worth of wheat has been offered to India, and a further \$2 million worth to Pakistan to be used to relieve food shortages. These two grants of wheat are part of the \$15 million programme of wheat and flour shipments to India, Ceylon and Pakistan, over and above Canada's Colombo Plan programme, which was announced by the Minister of Trade and Commerce, Gordon Churchill, in the House of Commons on January 8, 1958.

It will be recalled that from this \$15 million programme, \$3 million has already been allocated to Ceylon, in the form of flour, to relieve food shortages caused by the serious floods last December and January, and that \$2 million has already been provided for Pakistan in the form of wheat. The two offers announced complete the allocation of the \$15 million—namely, \$8 million for India, \$4 million for Pakistan, and \$3 million for Ceylon.

In accordance with the established practice, the Governments of India, Pakistan and Ceylon have been asked to set up counterpart funds in their own currency, equal to the value of the grants in wheat and flour which they are receiving. These funds will be used for economic development projects to be agreed upon later between each of the Governments concerned and the Canadian Government.

RECORD AUDIENCE

A record 7,600,000 Canadians listened to or watched Canadian Broadcasting Corporation English and French-language radio and television coverage of the March 31 federal election, according to a special survey undertaken for CBC audience research.

With cities from Sydney, N.S., to Victoria, B.C., linked by a live TV network, 4,000,000 viewers were able to watch the English-language coverage on CBC and privately-owned stations. An additional 1,600,000 viewers watched the programme on the CBC's French-language television network.

The total of 5,600,000 viewers represents the largest Canadian TV audience for a live presentation. Total TV audience for CBC coverage of the 1957 election was 4,200,000. Approximately 5,500,000 Canadians watched Her Majesty the Queen address the nation in 1957. The total audience for last year's Grey Cup football game was 4,850,000.

Despite the great number of people watching TV, CBC radio recorded one of its largest audiences since 1952. Close to 2,000,000 French and English-speaking Canadians listened to CBC radio network coverage through CBC and affiliated stations across the country.

* * * * *

REVISED PARTY STANDING

The revised standing of the parties in the House of Commons following the March 31 general election is as follows:

Progressive Conservative	208
Liberal	49
CCF	8
Total	265

SHOPPING CENTRES

Retail establishments in 67 Canadian shopping centres in 1956 had sales totalling \$238,027,000, the Dominion Bureau of Statistics reports. Some 898 retail establishments operated in these centres, comprising 520 independent stores with sales amounting to \$94,489,000 (39.7 per cent) of the total and 378 chain stores with sales of \$143,538,000 (60.3 per cent of the total).

Ontario had 41 shopping centres in 1956 with sales totalling \$157,009,000 or 3.9 per cent of the province's total retail sales. Quebec's 10 shopping centres had sales valued at \$45,915,000 or 1.8 per cent of the year's total for the province, and other provinces, Nova Scotia, Alberta and British Columbia with a total of 16 shopping centres had sales of \$35,104,000 or 1.3 per cent of retail sales for these three provinces.

SASKATCHEWAN ECONOMIC GAINS

Despite an overall business decline in the United States and Canada, the industrial economy of Saskatchewan continued to advance in 1957, Provincial Treasurer C.M. Fines said in presenting his 1958-59 budget address.

Mineral production made the most important advance in the province, with value of production rising 37 per cent to reach a new high of about \$158,000,000. Gross value of non-farm commodity production rose about seven per cent from the 1956 figure, and the index of industrial employment continued to hold gains, Mr. Fines said.

Gains in oil and minerals offset some weaknesses in industrial minerals and base metals, and the construction industry in the province operated at peak levels during most of the year, with value of work performed in the latter expected to surpass the record \$365,000,000 construction intentions figure forecast early in 1957.

Substantial gains were also shown in manufacturing, with output of such new industries as steel pipe, cement, wire and cable, paper bag manufacturing and others adding to older established industries to bring total value of shipments to about \$320,000,000.

OPTIMISTIC VIEW

Although economic prospects on the national scene remain somewhat clouded for 1958, Mr. Fines said, a number of special factors in Saskatchewan appeared to justify a "reasonably optimistic" view of the immediate economic outlook for the province.

He foresaw the possibility of moderate improvement in the farm income picture, due to higher protein content in wheat, reduced wheat exports from Australia and the Argentine, longer federal credit terms for exports, a lower premium on the Canadian dollar, and some levelling of production costs.

FURTHER EXPANSION

In the non-farm sector of the provincial economy, Mr. Fines also forecast further expansion, particularly in the mineral industries. Oil production is expected to rise still further, with one forecast placing total value of crude oil production at about \$100,000,000, compared to only \$77,000,000 in 1957. Expanded distribution facilities assure a further increase in natural gas production, and enlarged capacity of uranium mills points to a further increase in uranium output.

Mr. Fines said resource development and private manufacturing investment were all expected to maintain recent high levels, with the outlook for housing and investment generally expected to be aided by substantially easier money conditions and lower interest rates.

RESIDENTIAL UNITS

More than twice as many starts on the construction of new dwelling units were recorded in January-February this year than last, rising in total to 9,265 units from 4,042 in the first two months of 1957, Dominion Bureau of Statistics reports in an advance statement. Completions were practically unchanged from a year earlier at 17,567 units versus 17,776. Owing to the sharp rise in starts, the number of units in various stages of construction at the end of February advanced 17.6 per cent to 64,782 from last year's corresponding total of 55,079.

Starts were more numerous this year than last in all provinces except Prince Edward Island and New Brunswick, while completions were greater in Prince Edward Island, New Brunswick, Quebec and Alberta but smaller in the other provinces. More units were under construction in all provinces except Prince Edward Island, Nova Scotia and New Brunswick.

* * * *

FOREST ROADS AND PICNIC AREAS

An estimated \$5,573,000 will be spent to build forest access roads and establish campgrounds and picnic areas in the Provinces this year, it has been announced by Hon. Alvin Hamilton, Minister of Northern Affairs and National Resources.

The two programmes which are intended to improve provincial forest fire protection and travel facilities and provide employment, have been made possible through a federal-provincial plan in which the costs are shared equally by the provincial and federal governments. When the federal assistance ends on May 31, 1958 for campgrounds and June 30, 1958 for forest access roads, the Department of Northern Affairs and National Resources will have provided half the costs to help the Provinces finance the programmes.

Spending on forest access roads is estimated to total \$3,139,000 but the actual amount will be higher when it is known what Prince Edward Island will spend and how much other provincial governments may increase their estimates. By Provinces, expenditures on forest access roads will be: British Columbia, \$625,000; Alberta, \$180,000; Saskatchewan, \$325,000; Manitoba, \$160,000; Ontario, \$1,499,000; New Brunswick and Nova Scotia, \$100,000 each; and Newfoundland, \$150,000.

Nine Provinces are participating in the programmes and it is possible that the Province of Quebec will join later. The total proposed expenditure for campground and picnic area construction is \$2,434,000 but again it is expected the actual expenditure will be higher since Prince Edward Island has not yet decided on the amount it will spend and other provincial expenditures may be increased later.

Amounts being spent in each of the Provinces on campground and picnic areas are:

British Columbia, \$700,000; Alberta, \$250,000; Saskatchewan, \$91,000; Manitoba, \$130,000; Ontario, \$983,000; New Brunswick and Nova Scotia, \$100,000 each; Newfoundland, \$80,000.

* * * *

ONTARIO PARKS POPULAR

Nearly three million people visited during 1957 the many parks established by the Ontario Department of Lands and Forests. During the past few years, Lands and Forests has taken over some parks operated by the Department of Highways, and there are now 115 parks in operation.

Vehicle permits are required for entering 44 of these parks; in 40 overnight camping is allowed; 39 are maintained without any charge being made for their use; nine are under development, and 23 are reserved, or negotiations are under way by which they will be taken over.

The budget for public parks was \$15,000 in 1954; in 1956-57, \$1,700,000 was spent on improvement alone, and in 1957-58 expenditure will have reached an estimated \$2,250,000. Last year, 35 parks were provided with flush toilet accommodation, 21 with picnic shelters, and 50 miles of road were built to provide access. In 1957, also, 72,700 picnic tables were provided for the use of travellers as compared with 2,000 the previous year.

More than 120,000 people walked the nature trails established in connection with the nature museums in such parks as Algonquin and Quetico.

Average stay in the parks where camp facilities were provided has been estimated at 2.3 days last year.

Ontario parks have become increasingly popular with residents who cannot afford to stay at outfitters or hotel camps in the north, or who prefer to "rough it" on their own. The visitors pay 75 cents a night or \$4 a week for camp sites and can reserve the sites for only two weeks, with a possible two weeks' extension if space is available. They are provided with free fire wood and cooking facilities and, in some cases, may obtain electricity at an additional cost of 25 cents a day.

Most of the parts are operated by rangers from the Department's staff who thus have an excellent opportunity to teach visitors something about life in the woods, the necessity for care in preventing forest fires, and the value of proper conservation measures.

According to Department records, few visitors do any serious fishing, being seemingly content to go out on the lakes and rivers to "pick up one fish for dinner".

Efforts are being made to establish parks at distances of about 100 miles apart and later, if necessary, the Government will study the advisability of providing boat liveries at some of the camps.

FRUIT TREE CENSUS

Completing a fruit tree census of the Province, the Ontario Department of Agriculture has released statistics on orchards of sweet and sour cherries, pears, plums, prunes and vineyards.

Of the total 110,194 trees of sweet cherries, Windsor variety is in the majority with 25,951 and the Niagara Peninsula has the largest number, 93,290 of all varieties. Most of the trees are in the 11-20 years age group, though almost as many are from 1-10 years old.

Sour cherries are grown on 296,388 trees; nearly all being Montmorency and for the greater part in the Niagara Peninsula. By age groups, the division is fairly equal, though a slight majority are in the 6-10 years group.

Pears are grown on 624,226 trees, 467,100 in the Niagara Peninsula. Almost twice as many, 404,847, are 11 years and up as are under that age.

Japanese plum trees total 87,168, European plums 132,512 and prunes 145,393. Niagara Peninsula leads with the greatest number in each variety. Most Japanese plum trees are 11 years old and up, most European plums 6-10 years with those 11 years and up a close second. The majority of prune trees are 6-10 years old.

Niagara Peninsula vineyards have 5,993,373 of the total 6,108,781 vines in Ontario; 5,335,018 vines are 4 years and up in age. Concord variety is in the majority.

TO WEST INDIES CEREMONIES

Prime Minister John G. Diefenbaker has announced that in response to an invitation from the Governor-General of The West Indies, the Canadian Government will be represented at ceremonies inaugurating the first Federal Parliament of the West Indies by three Ministers, the Minister of Trade and Commerce, the Secretary of State of Canada, and the Secretary of State for External Affairs.

The Ministers attending the ceremonies in Port-of-Spain, commencing April 22, will convey to the Government and people of The West Indies the cordial good wishes of the Government and people of Canada on this important occasion in the history of a new nation in the Commonwealth.

Canada has for long had close relations with the islands of The West Indies and under this Federal union it is expected that relations will grow increasingly more intimate and mutually helpful.

The first Canadian Commissioner to The West Indies, R. G. C. Smith, already has assumed his duties in Port-of-Spain.

AID GERMAN AIR FORCE

An advisory group of approximately 40 RCAF personnel will be attached to the German Air Force to assist in advanced operational training of Sabre jet fighter pilots, it has been announced by the Department of National Defence.

Germany is receiving 75 Mark 5 Sabres from Canada as a mutual aid contribution, and has bought 225 Mark 6 Sabres from the manufacturer, Canadair Ltd. of Montreal.

Members of the RCAF advisory group will be drawn from Canada's overseas Air Division. They will advise and assist the German Air Force at Oldenburg, where German pilots receive advanced training on the Sabre. Initial postings will take place shortly.

This arrangement is being financed entirely by the Federal Republic of Germany.

Under separate arrangements, German aircrew are receiving pilot training in Canada. These trainees are brought to wings standard by the RCAF, which includes jet training on the T-33 Silver Star.

NRC SCHOLARSHIPS

The National Research Council of Canada has granted 302 scholarships for 1958-59, with a total value of \$414,700. These scholarships include 94 bursaries worth \$1,000 each and 145 studentships worth \$1,200 each. All of these are to be held in Canada.

Special scholarships awarded for study abroad include 46 awards worth \$2,000 each. These special scholarships are to be held in the following countries: 21 in the United Kingdom, 22 in the United States, and one each in France, Sweden and Switzerland.

Seventeen postdoctorate overseas fellowships, valued at \$3,500 for married and \$2,700 for single fellows, have been granted for work in the following countries: 11 in the United Kingdom, and one each in Belgium, France, Germany, Italy, Sweden, and Switzerland.