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IMMIGRANT APPEALS ACCELERATED

In a statement to the House of Commons on June 22 Mr. Bryce Mackasey, Minister of Manpower and Immigration, explained as follows new measures to expedite immigration inquiry cases for people who landed in Canada as visitors and have since applied for immigrant status:

In 1967, Parliament passed the Immigration Appeal Board Act and eliminated elements of the Immigration Act legislated 14 years earlier. At the same time as this new legislation came into force, new immigration regulations were passed by order-in-council.

These regulations for the first time allowed visitors to Canada to apply for landed immigrant status while in our country. At the same time, we reaffirmed the advantages, such as extra credits for pre-arranged employment and better preparation for those who applied while still in their home countries, the traditional method of immigrating to a new homeland.

The 1967 legislation refined appeal procedures, and included for the first time the right of sponsoring

Canadian relatives to appeal on behalf of people still in their home countries. The regulations provided objective selection criteria, based on education, skill, occupational demand, language capability, age and other factors. They eliminated what may have been unintentional discrimination under the earlier systems. A person's race, colour, creed or sex is not a factor in selection as an immigrant.

The 1967 regulations were based on recognition of the fact that an open immigration policy goes hand-in-hand with the economic and cultural growth of our country.

VISITORS WANT TO REMAIN

Our present problem in immigration is not the calibre of the thousands of persons applying in Canada to become landed immigrants. It is rather the unexpected volume of desirable and worthy persons from many countries who are caught up in what is, in fact, a very thorough and equitable appeals system. It is interesting to note that in 1971 there were 120,000 immigrants to Canada, of whom nearly 40,000 were landed while here as visitors.

Five years ago no one could have forecast the tremendous impact jet-age world travel would have on immigration. More than 38 million persons visit Canada each year and thousands of these visitors want to settle here permanently after becoming enamored with this land.

Whatever changes may be desirable in the Immigration Act, and these are being considered with care, are not relevant to solving the problems of today. Those problems must be met by coping with the situation we have. We have not had the administrative flexibility to clear, one way or another, the great number of cases requiring decision. In human decency, and fairness, decisions must be given and given soon. Legislative changes are for the future. They can wait.

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BUILD-UP IN BACKLOGS

The result of our inability to cope with the large numbers who could not immediately be granted landed immigrant status has been a large build-up in backlogs at two levels of procedure, that is, in the immigration inquiry system and at the Immigration Appeal Board.

Unintentionally, this has created hardship for many people anxious to become Canadians. As an example, abnormally long delays in determining the final status of immigrants have caused financial hardships forcing some immigrants to take employment without authorization. It is our objective to eliminate these delays so that this situation will not arise in the future. While I intend to remove the immediate hardships and eliminate delays, I do not intend to change the basic policy under which persons coming to Canada are prohibited from taking employment without permission.

THE PLAN

I want to say that the program we are instituting now is not in the category of a general amnesty such as we have had in former years.

Rather, the plan calls for action on two fronts: first, to streamline and improve current procedures to prevent a further build-up of the backlog of cases; and secondly to eliminate this backlog of some 13,500 applications now awaiting hearings by special inquiry officers who determine in the presence of the applicant and his counsel whether an applicant should be landed or ordered deported.

The Department's field strength is being increased by 260 persons so that backlog cases can be reviewed and reassessed and delays in the handling of current applications can be drastically reduced.

The prospective immigrant's performance in Canada will be reviewed, taking into account how he has been able to adjust to Canadian life while awaiting his departmental hearing. Consideration will be given to his financial stability, trade and language training, participation in community activities and his employment potential.

We hope this will result in the granting of landed status to some 50 per cent of the applicants whose cases have been caught up in the backlog. Those not immediately accepted as landed immigrants will have their departmental hearings continued with full protection of their right of appeal to the independent Immigration Appeal Board.

Each applicant in the backlog will be notified that the Department is undertaking a review of his case. He will be informed of the factors on which this review will be based, and invited to provide any new information to show that he has in fact successfully established himself in Canada. He will also be asked to produce letters of recommendation from Canadian citizens or other permanent residents of Canada.

For purposes of this review, we will be prepared to seek relief by order-in-council from the application of the relevant immigration regulations for those persons who have established themselves successfully in Canada.

NEW APPLICATIONS

Our objective is that any future applicants for landed immigrant status from within Canada will be assessed within one month, and if a further hearing is necessary it will be held without delay.

It is expected that this rate of processing new applications can be achieved by January 1, 1973. No additions will be made to the existing backlog after that date. A target date of April 1, 1974, has been set to eliminate the remaining departmental inquiry backlog.

Although they cannot be resolved directly by any administrative measures, the Department will also re-examine its files on some 10,000 cases now before the Immigration Appeal Board....

BIG FEDERAL HOUSE-CLEANING PLAN

Canada will spend more than \$60 million over the next four years to clean up pollution caused by federal facilities.

Announcing this Canada-wide program recently, the Minister of the Environment, Mr. Jack Davis, said that new federal buildings would be equipped with the latest clean-up devices. "The Government must first put its own house in order," Mr. Davis declared. "The Federal Government must take the lead. It must show the way and clean up in the same way it is asking the private sector to do."

The anti-pollution program will be financed through a central fund approved by the Treasury Board. Environment Canada will act as a co-ordinating agency working with other government departments to pinpoint "bad spots" and to establish priorities for Government spending on pollution abatement.

"We have been asking to include pollution control from the very start of planning," said Mr. Davis. "It is a necessary cost of doing business and government must be businesslike as well."

The Minister said that pollution control standards for the federal clean-up program would be set at a very high level - "we also want to show the provinces the way", he said.

A detailed inventory of "problem spots" and costs of clean-up, site by site, is being assembled by Environment Canada on the basis of reports received from dozens of departmental establishments across the country.

Environment Canada is co-operating with federal Crown Corporations, which must also meet national standards, according to Mr. Davis.

CANADA-U.S.S.R. EXCHANGE PACT

Last autumn, when Prime Minister Trudeau and Premier Kosygin signed in Ottawa a General Exchanges Agreement dealing with scientific, educational, cultural and other fields of co-operation, it provided for the establishment of a Mixed Commission, which met for the first time in Moscow from June 7 to 9. The Canadian side, which was headed by Mr. J.G.H. Halstead, Assistant Under-Secretary of State for External Affairs, included representatives of Federal Government departments and agencies, provincial governments and organizations, and members of the academic community.

The Mixed Commission agreed on a program of exchanges between Canada and the U.S.S.R. for the period 1972 to 1973, in which are six major areas of co-operation: science, education, the arts, cinematography, television and radio, and sports. Exchanges between non-governmental bodies and tourism are also mentioned. The guiding principle of all aspects of the program is mutual benefit and reciprocity.

One of the major provisions is the establishment

of regular and long-term co-operation in Arctic science, resources and development. A wide range of academic and educational exchanges has also been agreed upon, involving on the Canadian side an exchange scheme whereby qualified Canadian post-graduate students may further their studies in the Soviet Union in return for an equal number of Soviet students who would study in Canada. Among other provisions, the arts section of the program stipulates that Canada and the U.S.S.R. will exchange at least two major artistic groups and will promote possible additional tours during the period the program is in effect.

Other provisions include co-operation in the commercial and non-commercial distribution of films, as well as co-production arrangements. Co-operation between the Canadian Broadcasting Corporation and the U.S.S.R. State Committee on Television and Radio Broadcasting is supported. A separate section deals with Canada-U.S.S.R. co-operation in sports, particularly hockey.

DIEPPE COMMEMORATION CEREMONIES

At the invitation of the Mayor of Dieppe and in co-operation with the French authorities, Canada will take part on August 19 in ceremonies marking the thirtieth anniversary of the Dieppe Raid. The ceremonies will commemorate the sacrifice of nearly 1,000 Canadians who died on the beaches of Dieppe on August 19, 1942.

The Canadian delegation, which will be headed by Mr. Arthur Laing, Minister of Veterans Affairs, and the Canadian Ambassador to France, Mr. Léo Cadieux, will include members of the Senate and the House of Commons, as well as representatives of the regiments, corps and services that took part in the raid. Rev. John Foote and Colonel Cecil Merritt, who won the Victoria Cross for valour during the raid, will also be invited to join the official delegation.

Mr. Laing stated that a Canadian Forces band and guard of honour would provide colour to the event. The party will travel to London in a Canadian Armed Forces aircraft and then follow the route of the 1942 assault force from Newhaven, by ferry, across the Channel to the historic French port of Dieppe.

CANADA WEEK IN DIEPPE

The City of Dieppe has proclaimed the week of August 13 to 20 as "Canada Week". The Department of External Affairs will use an exhibition barge moored in Dieppe Harbour during that week for the screening of Canadian films and exhibitions of Canadian photographs and handicrafts.

Several regimental associations of Dieppe veterans have already indicated they will be making

pilgrimages to Dieppe in August to take part in the commemorative services. One unit in particular, the South Saskatchewan Regiment, is planning to unveil its memorial to the members of the regiment who died at nearby Pourville in 1942.

PRIZE PRESENTED TO POST OFFICE

The Canada Post Office recently received the Philatelic Press Club Award for 1971 for outstanding service to and co-operation with professional philatelic journalists around the world. Mr. Jean-Pierre Côté, Postmaster General, accepted the award, which was presented on June 27 by the president of the Philatelic Press Club, Mr. Mark Weiner of Montreal.

The award is given annually to the postal administration considered to have distributed the best news releases and other information about its stamps and its philatelic and postal services. Selection is based upon the quality of news releases about new stamp issues and postal innovations; the technical details of stamp-manufacture and design background information provided; and the efficiency with which these are distributed.

This is the fifth such award. Canada is the first postal administration in North America to have been chosen to receive this internationally-recognized honour.

Among those attending the presentation were Ernest A. Kehr of New York, Executive Chairman of the Philatelic Press Club; G.R. Cobbe, Parliamentary Secretary to the Postmaster General; J.A.H. Mackay, Deputy Postmaster General, and other officials.

DIPLOMATIC APPOINTMENTS

The Secretary of State for External Affairs, Mr. Mitchell Sharp, has announced the appointment of Mr. Gordon George Riddell, Ambassador to Senegal, as Ambassador to Thailand, with concurrent accreditation as High Commissioner to Bangladesh. He succeeds Mr. G.E. Cox, who is returning to Canada.

Mr. Sharp has also announced that Mr. Ross Campbell, whose appointment as Ambassador to Japan was previously announced, will also be accredited to Korea, with residence in Tokyo, Japan; that Mr. Robert Louis Rogers, whose appointment as Ambassador to Yugoslavia was announced earlier, will also be accredited to Bulgaria and Romania, with residence in Belgrade, Yugoslavia; and that Mr. Benjamin Rogers, Ambassador to Italy, will become Chief of Protocol. He will replace Mr. Yvon Beaulne, who has been appointed Assistant Under-Secretary of State, Department of the Secretary of State.

ELASTIC WORKING HOURS

The first formal experiment with flexible working hours in Canada's Public Service has been initiated by the Department of Consumer and Corporate Affairs, Robert Andras, Minister of the Department, announced recently. Mr. Andras said that flexible hours were being introduced immediately on a four-to-six-month trial basis for the 50 employees of the Department's personnel branch. The experiment will determine feasibility of extension of the privilege to other areas of the Department.

Within limits imposed by operational requirements, employees of the branch are free to choose any starting-time between 7 a.m. and 9 a.m. and to finish work any time between 3.30 p.m. and 6 p.m., after they have completed the standard seven-and-a-half-hour working day. Lunch breaks, which must be a minimum of half an hour, can be longer with a supervisor's consent, as long as an employee can complete seven-and-a-half hours of work in the day.

The plan stipulates, however, that an employee's chosen hours must not conflict with organizational or service needs of the Department and all employees must be at work during the "core" hours of 9 a.m. to 3.30 p.m. with the exception of lunch breaks.

Anyone taking advantage of the privilege of flexible hours must comply with the schedule chosen and must also record comings and goings on a punch-clock - the only practical way of ensuring that all benefit equally from the personal freedom afforded by the scheme.

Allowing employees to choose their own hours of work is generally considered to be an enlightened management practice and is growing in popularity in both Europe and North America. "Flexible hours allow the employee to 'tailor' his working day to suit his own personal transportation and family con-

siderations, and also help alleviate traffic jams and smooth out peaks in use of public transit, elevators and restaurants," Mr. Andras said. "Studies we're aware of indicate that both employee morale and productivity tend to improve with freedom to select starting and finishing times."

If the experiment proves successful, discussions will be undertaken with Public Service staff unions, with a view to extending flexible hours to as many as possible of the Consumer and Corporate Affairs Department's 1,800 employees.

CANADIAN FABRICS SOUGHT

"On-site" sales worth \$2.15 million were reported by ten Canadian textile firms that exhibited at the Interstoff show in Frankfurt, Germany, May 15 to 18, the Department of Industry, Trade and Commerce announced recently.

Company officials estimate that further orders of \$20 million can be expected as a direct result of the show, which attracted about 21,000 visitors. On display were fabrics and designs shown by exhibitors from 19 countries. New fabrics from Canadian manufacturers in a variety of unique patterns provided a different look for foreign buyers. Many featured innovations in standard fabrics, such as cotton and wool, that gave them added wear and easier care properties.

This is the fourth consecutive occasion on which the Department of Industry, Trade and Commerce sponsored an exhibit at Interstoff, the largest international textile exhibition in the world.

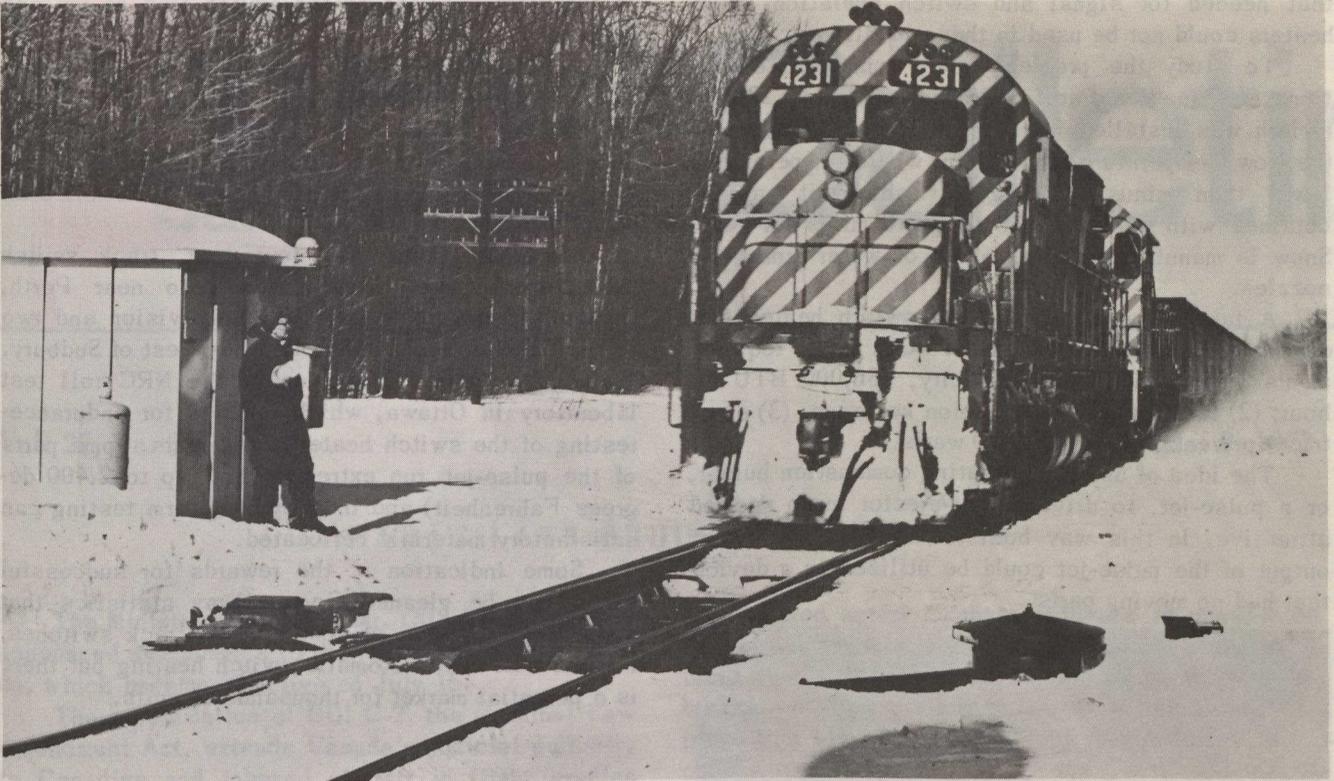
IMPORTED POLYESTER PROBE

The Textile and Clothing Board will conduct an inquiry into an allegation that the importation of polyester filament yarn into Canada is causing serious injury to the production of Canadian textile and clothing goods. The request for the inquiry was made by the Canadian Textiles Institute.

The Board will report to the Minister of Industry, Trade and Commerce regarding the effects of imports of polyester filament yarn classified under Tariff Items 56105-1 and 56110-1 on Canadian production.

Interested parties may submit briefs relating to the inquiry not later than August 15, 1972. Hearings related to the inquiry will be held if and as required and will be in public if the Board decides the nature of the information to be disclosed so permits.

Any producer claiming to have been injured and requesting special measures of protection will be expected to file a plan describing the adjustments he proposes to make in his operations in order to increase his ability to meet international competition in the Canadian market.



"BUZZ BOMB" JET KEEPS RAILS CLEAR

A refined version of the pulse-jet engine that powered the V-1 "Buzz Bomb" of World War II is serving as the heart of an experimental heater that National Research Council of Canada engineers hope will end the problem of railway track switch-failure due to ice and snow blockage.

Engineers at NRC's Low Temperature Laboratory are currently conducting field trials of a forced-convection thermal heater which has no moving parts. It employs a pulse-jet combustion burner as the primary nozzle of an air-injection pump. The heater is capable of delivering over 1,000 cubic feet a

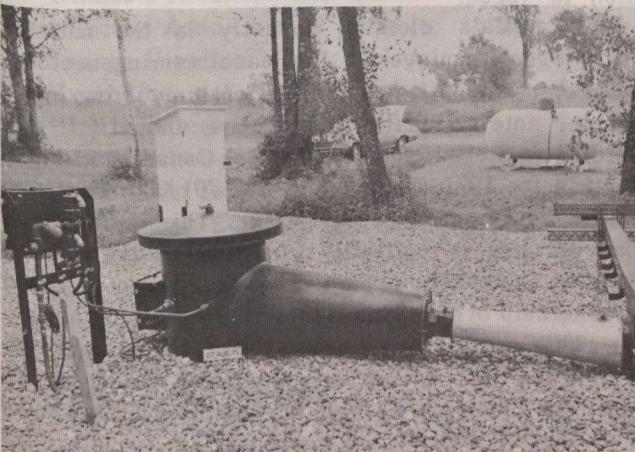
minute of air at 190 to 225 degrees Fahrenheit, with a fuel consumption of two gallons an hour of propane.

In the earlier and more leisurely days of Canadian railroading, the cleaning of switches was done by hand. Automation and the elimination of many divisional points in the 1950s drastically reduced the manpower supply along Canadian railway-lines. With the introduction of remotely-operated power switches and the idea of centralized traffic control, automatic protection of switches from snow and ice became essential. Various heating devices were put into service with indifferent success.

NRC CALLED UPON

In the 1960s it was found that thermal protective equipment was a mounting problem and Canada's railways turned to the National Research Council for assistance.

Development of the NRC pulse-jet heater began in the winter of 1966-67, when NRC made an initial study of available switch heaters and found none satisfactory. The most effective then available was an oil-fired hot-air forced-convection heater with an output of less than 200,000 British thermal units (BTU) an hour. The fuel pump, circulating fan, ignition transformer and control system required almost two kilowatts of electrical energy. Much of the railway track in Canada passes through thinly-populated areas, where the only power available is



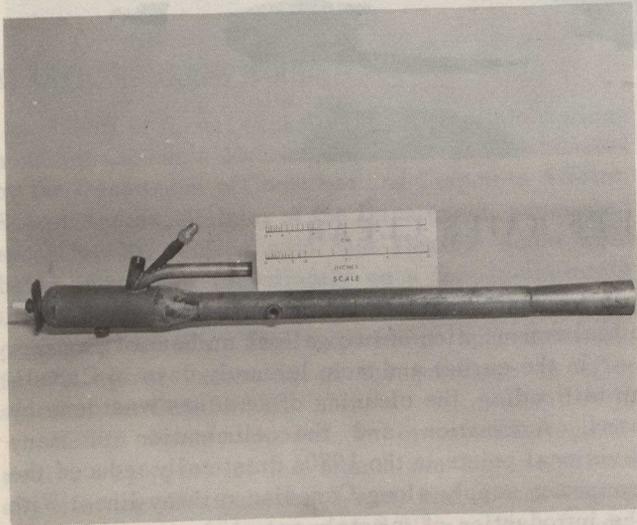
Track switch heater undergoes endurance test at NRC's railway test laboratory near Ottawa's Uplands airport.

that needed for signal and switch operation. Such heaters could not be used in these locations.

To study the problem under controlled conditions, a Canadian Pacific Railway mainline 22-foot switch was installed in the 50-foot cold chamber of the Low Temperature Laboratory, where temperatures lower than minus 65 degrees Fahrenheit can be obtained with wind speeds up to 40 miles an hour. Snow is manufactured with a set of water-atomizing nozzles.

A target specification for a switch heater was developed from the cold-chamber work. Basic requirements were; (1) thermal capacity, 250,000 BTU an hour; (2) fuel, propane or aviation kerosene; (3) electrical power consumption, 100 watts.

The idea of using a pulsating combustion burner, or a pulse-jet, to drive an air-ejector pump seemed attractive. In this way both the thermal and thrust output of the pulse-jet could be utilized in a device that had no moving parts.



Pulse-jet burner

The pulse-jet as used on the German V-1 was limited in life by the intake valves employed. Pulse-jets could, however, be built without valves. The NRC work was founded on valveless pulse-jet research carried out initially at the U.S. Naval Research Laboratories in the 1950s. Several alternate designs were investigated and a suitable modified version developed with a 250,000-BTU rating using propane as the fuel.

NRC DEVICE IN ACTION

In the NRC system, hot air from the burner is conducted beneath the rails in a circular cross duct located ahead of the switch point. On the top of the duct two short horizontal nozzles located adjacent to the rails blow hot air along the side of the fixed stock rail towards the points of the switch. Adjacent to the short nozzles are two extended nozzles which conduct hot air along the switch and discharge it over the slide plates and between the ties to keep all

of the working parts of the switch free of ice and snow.

This system, in cold chamber tests, has kept a 22-foot switch in satisfactory working condition for as long as five hours at a snowfall rate of three inches an hour with an ambient temperature of zero degrees Fahrenheit and wind velocity of 15 miles an hour.

Currently there are four test track switch installations along CPR lines, two near Perth, Ontario, in the Belleville CPR subdivision and two on the CPR mainline, about 45 miles west of Sudbury. There is a fifth installation at the NRC rail test laboratory in Ottawa, which is used for endurance-testing of the switch heater components. Some parts of the pulse-jet run extremely hot (up to 2,400 degrees Fahrenheit) and only by long-term testing can satisfactory materials be located.

Some indication of the rewards for successful effort can be gleaned from railway statistics that show the existence of some 40,000 track switches. Not all will need automatic switch heating but there is a potential market for thousands of units.

CANADIAN CLOTHING FOR JAPAN

The first substantial Japanese order for Canadian clothing has been completed, according to a recent announcement by Mr. Jean-Luc Pepin, Minister of Industry, Trade and Commerce.

The contract is considered by both the Federal Government and industry as indicative of a significant change in the pattern of Japan's international trade. The Japanese order, a breakthrough for Canadian apparel manufacturers in a potentially important market, is considered by Mr. Pepin as a forerunner of many similar orders. It reflects the combined efforts of the Canadian apparel industry, export-marketing programs implemented by the Department of Industry, Trade and Commerce and the Minister's recent mission to Japan.

"Canada's clothing industry is the nation's fifth-largest employer in the manufacturing sector," Mr. Pepin said. "It has been recently evolving into a viable, internationally competitive industry." According to Statistics Canada, total Canadian clothing exports for 1971 amounted to \$82,791,000, compared to the 1967 figure of \$27,976,000. This rapid rise in the industry is partially attributed to the Department's increased apparel-marketing programs and sponsorship of numerous international clothing shows.

This initial order from Japan strengthens the conviction that a multi-million-dollar market exists there for Canadian clothing manufacturers. Continued marketing activities by both private industry and government are actively trying to make this objective a reality.