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THE TRADE PICTURE

Canada's commodity exports and imports both showed small increases in value in May over a year earlier, the former showing a slightly larger rise after a decline in April, according to preliminary figures for the month released by the Bureau of Statistics. To the end of May total exports were 3.3 per cent higher in value this year than last and imports just over 4.3 per cent higher.

Total exports in May were valued at \$445,400,000 compared to \$435,300,000 a year ago, while imports had an estimated value of \$557,400,000 against \$550,000,000, resulting in a small drop in the import surplus to \$112,000,000 compared to last year's \$114,800,000. In the five months, exports totalled \$1,936,400,000 against \$1,874,900,000 last year and imports an estimated \$2,456,900,000 versus \$2,354,600,000, the estimated import surplus rising to \$520,500,000 from \$479,700,000.

The small gain in May exports was due to increases in the value of shipments to the United Kingdom and United States, totals to other countries easing downward. In the case of imports, purchases from the United States were practically unchanged from last year, while those from other areas advanced moderately.

Value of shipments to the United States moved up in May to \$266,800,000 from \$261,700,000 last year, bringing the five-month total to \$1,156,300,000 from \$1,140,000,000. Imports in the month were estimated at \$397,400,000 against last year's \$397,700,000 and for January to May stood at an estimated \$1,825,400,000 compared to \$1,759,400,000. The excess of imports over exports in May thus declined to \$130,600,000 from \$135,900,000 but for the five months was up to \$669,100,000 from \$619,400,000.

In contrast with the declines in earlier months this year, exports to the United Kingdom rose to \$68,800,000 in May from \$59,300,000 a year ago, while imports were moderately higher at \$50,700,000 against \$49,500,000 thus producing for the first time this year a rise in the export balance to \$18,100,000 compared to \$9,700,000. Over the five months, exports to the United Kingdom were down to \$284,600,000 from \$305,800,000 and estimated imports up to \$216,600,000 from \$197,400,000, the export surplus falling to \$68,000,000 from \$108,400,000.

The table following shows export totals and preliminary import totals for May and the five months ending May, with comparative figures for 1956.

(Over)

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	May		January-May	
	1956	1957	1956	1957
Millions of Dollars				
Exports (domestic & foreign):				
United Kingdom.....	59.3	68.8	305.8	284.6
Other Commonwealth countries..	24.4	23.2	101.5	94.0
United States.....	261.7	266.8	1,140.0	1,156.3
Other foreign countries.....	89.9	86.6	327.6	401.5
Totals.....	435.3	445.4	1,874.9	1,936.4

	May		January-May	
	1956	1957	1956	1957
Millions of Dollars				
Imports: *				
United Kingdom.....	49.5	50.7	197.4	216.6
Other Commonwealth countries..	26.4	29.5	79.4	89.6
United States.....	397.7	397.4	1,759.4	1,825.4
All other countries.....	76.4	79.8	318.4	325.3
Totals.....	550.0	557.4	2,354.6	2,456.9

* Estimate only for 1957 periods; subject to revision.

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URBAN DWELLERS: Two-thirds of Canada's population resided in urban localities in 1956 as compared with 62.9 per cent in 1951, according to final population figures on the rural and urban distribution of the population released by the Dominion Bureau of Statistics. The total urban population rose by 1,897,218 or 21.5 per cent and the rural population by 174,144 or 3.3 per cent in the five years.

Canada's rural population numbered 5,365,936 in 1956, just less than 50 per cent or approximately 2,600,000 of whom were living on farms in rural localities. In 1951, the rural population was recorded at 5,191,792, with approximately 2,800,000 or about 52 per cent of the rural residents living on farms.

Of the 10,714,855 persons residing in urban localities in Canada in 1956, over 6,000,000 or close to 60 per cent lived in cities of 100,000 population and over (including the urbanized fringes), while 13 per cent lived in urban localities of 30,000 to 100,000, 10 per cent in cities and towns of 10,000 to 30,000 and the remaining 18 per cent in urban centres of 1,000 to 10,000.

Every province except Newfoundland recorded an increase in the proportion of its population residing in urban localities between 1951 and 1956. Ontario, with almost 76 per cent urban in 1956 and 73.4 per cent in 1951 was the most urbanized at both censuses. Proportions urban for the other provinces in 1956 with 1951 percentages in brackets: Newfoundland, 44.6 per cent (48.8 per cent); Prince Edward Island, 30.7 per cent (25.1 per cent); Nova Scotia, 57.8 per cent (55.3 per cent); New Brunswick, 45.8 per cent (42.6 per cent); Quebec, 70 per cent (67 per cent); Manitoba, 60.1 per cent (56.6 per cent); Saskatchewan, 36.6 per cent (30.4 per cent); Alberta, 56.6 per cent (48 per cent); British Columbia, 73.4

per cent (70.8 per cent); Yukon, 21.1 per cent (28.5) per cent; and Northwest Territories, 23.5 per cent (17 per cent).

Five of the provinces showed a majority of the rural residents living on farms. In Alberta, the number of farm dwellers was 327,201 or 67.2 per cent of the rural population. Saskatchewan's 360,651 residents on farms represented 64.6 per cent of the rural population; Prince Edward Island's 43,112, 62.7 per cent; Manitoba's 202,163, 59.6 per cent; and Quebec's 740,387, 53.4 per cent. For the purposes of determining farm residence, all persons residing on farms (as defined for the Census of Agriculture) situated in rural localities were included. Under this definition urban farm families as well as families operating farms but living in neighbouring towns or villages, were not included.

The remaining provinces and the territories had more non-farm rural residents than farm dwellers. Newfoundland's 219,685 non-farm rural residents comprised almost 96 per cent of the province's total rural population; British Columbia's 276,659 more than 74 per cent; Nova Scotia's 200,242, 67.8 per cent; New Brunswick's 175,315, 58.4 per cent; Ontario's 669,861, 51.4 per cent; the Yukon's 9,580 and the Northwest Territories' 14,756 almost 100 per cent of their rural population.

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FISHERIES AGREEMENT: His Excellency Livingston T. Merchant, The United States Ambassador to Canada, The Honourable E. Davie Fulton, Acting Secretary of State for External Affairs, and the Honourable Angus MacLean, Minister of Fisheries, attended a ceremony of ratification at 3:00 p.m. on Wednesday, July 3, 1957, bringing into force an agreement between the United States and Canada for the conservation and

regulation of the pink salmon fisheries of the Juan-De-Fuca-Fraser River area of the Pacific Coast.

The main purpose of this agreement, which takes the form of protocol to the convention of May 26, 1930, for the protection, preservation and extension of the sockeye salmon fisheries in the Fraser River system, is to extend to the pink salmon fisheries the same sort of protection and regulation which the International Pacific Salmon Fisheries Commission already affords to the sockeye salmon fisheries. The Commission has done outstanding work in the development of the valuable sockeye salmon resources since its establishment in 1937. It will now take on the additional task of maintaining the pink salmon stocks at the maximum level of productivity and of ensuring an equal division of the annual catch between Canadian and United States fishermen.

The pink salmon agreement also provides for a co-ordinated investigation by research agencies of the two governments and the conservation of pink salmon stocks which enter the waters described in the convention. It calls for a meeting in the seventh year after entry into force to review the results of the investigation and to determine what future arrangements concerning pink salmon conservation may be desirable.

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NEW TASK FOR ARCTIC PATROL

The Eskimos in Canada's Eastern Arctic will be watching a unique programme this summer, according to the Department of Northern Affairs and National Resources. The first all-Eskimo film and tape recorded programme assembled in Canada, it will tell the country's most northern residents news of their own people and the world outside.

This programme will be one of a number of activities carried out by officers of the Department of Northern Affairs during this summer's Eastern Arctic Patrol. The Patrol left Montreal June 27 aboard the C.G.S. "C.D. Howe". After visiting 30 settlements in the Eastern Arctic, as far north as Ellesmere Island, it returns to the south in late September.

The Eskimo education and entertainment programme will be just part of the job on the "Howe". Patrol officers will also supervise the evacuation of Eskimos to sanatoria in the south, will make surveys of economic conditions in the Eastern Arctic and will carry out a study of welfare problems and game resources in the area.

As in other years all Eskimos the Patrol can reach will be given chest X-rays, physical and dental examinations, and preventative inoculations. To do this work there will be a medical party aboard ship from the Department of National Health and Welfare.

AIRLIFT TO EAST: An Air Transport Command North Star from 426 Thunderbird Squadron reached Saigon in Indochina July 6 on the first of four round trip flights to be made this summer, it has been announced by Air Force Headquarters.

The flights between Montreal and Saigon, all being handled by 426 Squadron, will carry passengers and freight both ways and are in support of the Canadian Indochina Truce Commission. Each aircraft, with a crew of 10, will transport approximately 25 members of the truce team on each flight, in addition to freight.

Flights will be routed through Gander, the Azores, Gibraltar, Malta, Beirut, Bahrein in the Persian Gulf, Karachi, Calcutta, and on to Saigon. The same route will be followed on the return journey.

Flights by 426 Squadron to Indochina, carrying members of Canada's truce team, began in August 1954 and have been repeated each summer since then.

Airlift operations to East Asia are nothing new to the Thunderbird squadron. In support of the United Nations effort in Korea the squadron logged 599 round trips between North America and Japan during almost four years of flying and recorded more than 34,000 flying hours.

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Once they have participated in the medical surveys the Eskimos will see and hear their specially-designed programme in another part of the ship. There will be a tape recorded "news" report in the Eskimo language, which will bring them up to date on Eskimo affairs across the Arctic. It will tell about Canada's first Eskimo mine workers at Rankin Inlet on the west coast of Hudson Bay, and about hunting and trapping conditions across the north last winter. They will see, on the screen, the first Eskimo Vocational Training Course, begun this year at Leduc, Alberta. The commentary will, of course, be in Eskimo. An illustrated item on eye disease and snow blindness, a recorded talk on the purpose of the medical survey, an entertainment film, the playing of messages from relatives in sanatoria in southern Canada, and the recording of messages to them will round out the programme.

For the Eskimo women passengers, homeward bound after hospitalization "outside", there will be a chance to earn money doing the work they know best. Materials for the manufacture of handicrafts are being put aboard ship. The sealskin rugs and slippers, and the parkas and toques the Eskimo women will make, are expected to find ready sale. For the Eskimo men there will be a supply of soapstone, used to make Eskimo stone carvings.

ACTIVE IN FAR NORTH

"Go north, young man, go north" has real meaning this 1957 field season to federal map-makers in the Department of Mines and Technical Surveys, the men who map and chart Canada's land and water areas.

Over a third of the surveyors, topographical engineers and hydrographers whom the Department's Surveys and Mapping Branch is placing in the field this year, are heading into the Far North to obtain the information required for the production of vitally needed new maps and charts.

First nickel shipments are coming this year for instance, from nickel-mining operations in the Rankin Inlet area on the west coast of Hudson Bay in Northwest Territories, and Branch hydrographers are busy working out safe navigable routes for the shipments through Hudson Bay and Hudson Strait to the Atlantic Ocean.

Largest mapping projects will be carried out by two topographical helicopter parties which will map large blocks of territory, one in northwestern Canada and the other in the northwestern corner of Ungava, and by a shoran party which will complete, with the RCAF, the main framework of control (latitude and longitude) for mapping over the Arctic Islands.

In Ungava, Branch topographers this year will use the tellurometer, the latest instrument out for the measurement of distance. It was developed in South Africa and has all the earmarks of revolutionizing surveying techniques. By its distances of from 1,000 feet to 35 miles can be measured with greater accuracy than any hitherto available practical method.

In other northern projects, a radar altimeter party will fly large expanses of Arctic

waste lands recording land heights electronically for air navigation charts and for other mapping purposes. Topographical engineers will pave the way for future mapping in Northwest Territories by running a line of precise levels to establish basic vertical control (heights of points above sea level) from the Saskatchewan-Northwest Territories boundary through to Coronation Gulf on the Arctic coast. Branch hydrographers will penetrate deep into Arctic waters on supply mission ships to chart safe routes for navigation, and the Department's new ship "BAFFIN", especially designed for Arctic work, will chart Frobisher Bay on the southeastern coast of Baffin Island on her maiden Arctic tour.

In all, the Surveys and Mapping Branch will place 76 parties in the field, of which 14 are geodetic, 27 topographical, 15 legal and 20 hydrographic.

The sum total of their season's work will be the completion of a shoran network of geodetic control over Canada's vast northern regions and the filling in of several gaps in the existing framework of control in more southerly areas; the field work for topographical mapping of more than 150,000 square miles of territory in various areas about the country; and the charting of hundreds of miles of coastal and inland waters for safety of shipping.

In terms of maps and charts, the season's work will mean over 200 new topographical maps improved air navigation charts, and 12 new charts of coastal and inland waters for map-hungry Canadians who last year requested over a million copies of the different types of maps and charts put out by the Department.

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TRANS-CANADA HIGHWAY. The Canadian Government Travel Bureau reports that the Trans-Canada Highway from the Manitoba-Ontario border to the Rockies is now virtually completed, and that motorists may now travel, with a few minor exceptions, a superb paved highway across three of Canada's western provinces - Manitoba, Saskatchewan and Alberta.

The Trans-Canada Highway now provides United States motorists travelling from Winnipeg to the scenic national parks of Alberta and British Columbia with an excellent all-Canadian touring route.

Although a few small sections are still to be completed, provincial governments have made arrangements to pass touring traffic through with a minimum of inconvenience. In most sections paved alternate highways are available to by-pass construction. Most of the 997 miles across these three western provinces are now up to Trans-Canada Highway standards.

With the exception of a 50-mile section in Newfoundland motorists can now cross Canada

from coast to coast using provincial highway systems, which for the most part follow the Trans-Canada route.

Along the whole 5,000-mile length of the Highway only three physical breaks remain. These are in Ontario, British Columbia and Newfoundland. In Ontario and British Columbia alternate routes are available, and in Newfoundland autos are transported by railway to bridge the gap.

Not all of the route is up to Trans-Canada Highway standards but about a third of the whole highway is completely finished.

The specifications call for a 22 to 24 foot pavement, and 10 foot shoulders (where economically feasible), gentle curves, low gradient, and well designed sight distances, generally providing for a clear view at all times from the driver's eye to a small object on the pavement at least 600 feet ahead.

The routing of the Trans-Canada Highway has brought the best of the Rockies within easy reach of touring motorists. With the whole

region linked to the rest of Canada, the National Parks of the Rockies have become one of the most popular tourist haunts of North America.

Excellent hotel and camp accommodations and facilities for all kinds of outdoor sports and recreation - including swimming in pools fed by the natural hot springs - are attracting thousands of vacationers each year. The mountain parks of Banff, Jasper and Waterton Lakes, for instance, played host to well over a million visitors in 1956. With the Trans-Canada Highway almost completed through the three western provinces, tourists are provided with a convenient, direct route to these great national playgrounds.

Motorists this year, too, will find improvements in the highway systems of all the provinces and plenty of good accommodation everywhere. Provinces now spend more for roads than for any other item on their budgets, and in every instance provincial road expenditures are up.

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COALS TO NEWCASTLE? Exhibits of Eskimo art have left Ottawa for strange places before. Now a display of arts and crafts is bound for the strangest destination of all - the Arctic, the Department of Northern Affairs and National Resources announced.

Some items in the exhibit will have travelled more than 8,000 miles when they go on display not 500 miles from where Eskimo artists fashioned them. And they may be viewed by people of the Arctic who have never seen such things before. It sounds confusing, but there is an explanation.

Bound for Greenland, the exhibit must go first to Denmark because there are no regular sea lanes between Canada and Greenland. It leaves for Copenhagen later this month. Assembled by the Department of Northern Affairs at the request of the Danish Ministry of Greenland, the display features fine Eskimo workmanship from every part of the Canadian Arctic.

It will show Greenlanders, who are of the same racial stock as Canada's Eskimos, just what this country's far northern citizens are doing in the field of arts and crafts. The Danish Government believes that its Arctic citizens will find the exhibit both interesting and stimulating.

Because transportation between Greenland's scattered settlements is slow and infrequent, the tour is scheduled to last at least two years. Danish authorities will handle all arrangements from the time the exhibit leaves Canada. It may be divided into two parts for showing in the smaller settlements.

About 85 items, selected for their craftsmanship and variety, will be shown. They include clothing, tools, and hunting gear, together with stone and ivory carvings, sealskin

cut-out pictures, needlework, basketwork, and toys.

The carvings - 24 of them - are all from the Eastern Arctic. Where possible, they will bear the names of the people who made them. Five tiny ivory carvings are outstanding. They were carved only a few years ago, but in size, form, and simplicity of line they resemble some of the most ancient carvings ever found in the Arctic.

Other items represent the material culture of the Canadian Eskimos from Tuktoyaktuk in the west to Pangnirtung in the east. Scale models have been substituted for some bulky articles such as a dog sled and kayak; other large pieces, notably a drying rack for clothes and a sealskin tent, will be the real thing.

Sixteen large mounted photographs showing Eskimo life form part of the display. Both the old and the new ways of life are depicted, and the subjects of the photographs range from igloo building to carpentry.

One of the most interesting outcomes of the project so far has been the reaction of a number of Eskimos who have said that, in return, they would like to see a display of arts and crafts from Greenland.

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FINANCIAL STANDING: The regular monthly statement of the Government's financial operations for May 1957, and the first two months of the current fiscal year, released by Mr. Donald M. Fleming, Minister of Finance, showed that May budgetary revenues were \$486.1 million, expenditures were \$364.7 million and the surplus was \$121.4 million. For May a year ago revenues were \$485.1 million, expenditures were \$301.6 million and the surplus was \$183.5 million.

For the first two months of the current fiscal year, budgetary revenues were \$785.4 million, expenditures were \$712 million and the surplus was \$73.4 million. For the same period last year, revenues were \$780.5 million, expenditures were \$506.3 million and the surplus was \$274.2 million.

Mr. Fleming pointed out that while budgetary transactions for April and May 1957 resulted in a surplus of \$73.4 million, compared with a surplus of \$274.2 million for the corresponding months last year, it should be borne in mind that expenditures this year included the payment in April of \$100 million to the Canada Council and monthly tax-sharing payments totalling \$63 million to the provinces for April and May under the Federal Provincial Tax-Sharing Arrangements Act. In 1956-57, tax rental payments to the provinces were made quarterly and the first payment for that year was made in June 1956.

Operations of the old age security fund, which are not included in budgetary transactions, resulted in a surplus of \$6.9 million for May 1957 and a cumulative surplus of \$1.9 million for the two months to May 31.

HONOURING EXPLORER: The Department of External Affairs has announced that Superintendent H.A. Larsen of the Royal Canadian Mounted Police has been appointed to represent the Canadian Government at the unveiling of a monument in Norway to honour the Norwegian Explorer, Otto Sverdrup. The ceremony will take place on July 21, at Steinkjer, Northern Norway, where Sverdrup spent his youth. His Royal Highness, Crown Prince Olav of Norway will perform the unveiling.

As Captain of the famous Norwegian Polar Vessel "Fram" from 1888 to 1902, Otto Sverdrup discovered and explored the group of Canadian Islands in the north which still bear his name. In recognition of his exploits, the Canadian Government contributed towards erecting the Sverdrup Monument and is sending a special representative to the unveiling ceremony. Superintendent Larsen, who was born in Norway, is also well known for his explorations in the Canadian Arctic; particularly for his wartime voyages through the Northwest Passage as Commander of the R.C.M.P. Vessel, St. Roch.

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SHAKESPEAREAN SEMINAR: The Canadian Association for Adult Education and Community Programmes Branch of the Province of Ontario, with the collaboration of the Stratford Shakespearean Festival Foundation, are sponsoring a Shakespearean Seminar July 22-26, 1957 at the Stratford Shakespearean Festival and Waterloo College. The Seminar will consist of lectures on Elizabethan England and Shakespeare's plays; films on the Globe Theatre and on play productions; readings and records; a Shakespeare library and group interviews with actors and producers at Stratford. It will also feature attendance at Tyrone Guthrie's production of "Twelfth Night" on July 23 and visits to the New Stratford Theatre and stage.

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AIR ATTACHÉS: New appointments for Group Captain J.A.D.B. Richer, DFC, CD, 46, of Montreal and Wing Commander S.S. Mitchell, CD, 40, of Montreal, were announced July 3 by Air Force Headquarters.

G/C Richer, now serving at Air Defence Command Headquarters, St. Hubert, P.Q., has been appointed Air Attaché, Belgrade, Yugoslavia. W/C Mitchell, a staff officer with the Directorate of Air Defence Requirements at Air Force Headquarters, has been named Air Attaché Moscow, U.S.S.R., replacing acting C/C P.S. Turner, DSO, DFC, whose new appointment will be announced later. W/C Mitchell will be promoted to the rank of acting group captain on taking over his new duties.

QUOTA ON RYE: Mr. Gordon Churchill, Minister of Trade and Commerce, has referred to the announcement made on June 28 by the President of the United States to the effect that import restrictions on rye will be renewed for a further two years, as of July 1. These restrictions, which limit imports of rye into the United States to 185,000,000 pounds per twelve month period, and set a quota for Canada at 182,280,000, have been in effect for the last three years and were due to expire on June 30.

The United States Tariff Commission had recommended that the import quota on rye be reduced to 95,200,000 pounds, of which 93,296,000 pounds would be allocated to Canada, and that it be maintained for an indefinite period. Mr. Churchill said that the Canadian Government had made strong representations to the United States Government urging that the restrictions on rye be discontinued.

He said that, while appreciating the decision by the United States Government to set a substantially higher quota than that which had been recommended by the Tariff Commission, he regretted that the United States Government had not found it possible to remove entirely these restrictions on Canadian trade.

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HIGHER WAGES: An increase of 4.8 per cent recorded in average hourly earnings in manufacturing in 1956 was largely due to upward adjustments in wage rates, although relatively higher employment in industries with above-average pay levels was a factor of some importance, according to the Dominion Bureau of Statistics annual review of man-hours and hourly earnings. On the whole, labour-management disputes during 1956 caused smaller losses in working time than in 1955 or 1954 and had less effect upon the general averages of hourly earnings.

Average hourly earnings of hourly-rated wage-earners in manufacturing rose to a new high of 151.5 cents from 144.5 cents in 1955, and average weekly wages to \$62.27 from \$59.25. The work-week averaged out at 41.1 hours versus 41.0. Weekly wages in durable manufactured goods rose to \$67.24 from \$64.15 in the preceding year and in non-durable goods to \$56.69 from \$54.14.

In mining, hourly earning averaged 171.4 cents in 1956 versus 161.1 cents in 1955, weekly wages \$73.53 versus \$69.90, and the work-week 42.9 hours versus 43.2. In construction, hourly earnings averaged 163.9 cents versus 150.9 cents, weekly wages \$67.36 versus \$60.21, and average hours 41.1 versus 39.9. In the service industries average hourly earnings were 89 cents versus 85.6 cents, average weekly wages \$35.87 versus \$34.58, and average hours 40.3 versus 40.4.