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EDUCATION A FEDERAL AND PROVINCIAL CONCERN

The following is a partial text of an address by Prime Minister Pearson on October 27 to the National Conference of Canadian Universities and Colleges in Ottawa:

...Education...is a matter for provincial jurisdiction, and will remain so. But there are ways in which...higher education...is of real concern to the Federal Government....

A healthy federalism, a co-operative federalism if you will, is one in which the two levels of government both fulfil their own responsibilities and respect each other's, but they do so taking into account their mutual concerns. Where they are responsible for parallel action, it should be concerted action. Therefore, it must be built on consultation and co-operation for development, including the development of our most important resource, the individual....

FEDERAL CONCERN WITH EDUCATION

...The prosperity of our country is intimately linked to education. That being so, the Federal Government — though it will have no constitutional responsibility in this field — must, nevertheless, be concerned with the adequacy of the education of its citizens, wherever they may reside. That concern must obviously extend to noticeable differences in educational standards and in educational opportunities in the various parts of our nation, due in large part to disparity in regional income.

Additional expenditures on education, in even the narrowest economic terms, are the most productive investments we can make. Developing more brains

is even more profitable than building more machines. But investment in talent also means much more than profit or even than productivity. In this complex and rapidly changing world, we shall make our lives full and secure, we shall use well the leisure that is increasingly available to most of us..., only if the range of interests of ordinary men and women has had the broadening and quickening which is the most basic function and the greatest glory of education, at all levels from the kindergarten to the postgraduate course.

Obviously, those who have the responsibility for education, the provinces, should have the resources adequately to fulfil their responsibility. It is in that spirit that, in the past year, the Federal Government has recognized the priority of expanding provincial expenditures required for education. We have committed ourselves to progressive reduction of the federal share in personal income tax; and, in order that this may equitably increase the resources available to all provinces, we have restored a proper equalization of the yields of provincial taxes in the shared fields.

The result is that this year the provinces have some \$80 million of income which would otherwise have been federal. Next year there will be a further shift, from federal to provincial revenues, of \$90 million or more. And there will be an equal, further shift the following year. By 1966 the provincial revenues will, for this reason alone, be over a quarter of a billion dollars bigger than they were in 1963 — about \$265 million bigger, according to present estimates.

(Over)

During the present year, in addition, direct federal assistance has included:

Direct <i>per capita</i> grants to universities	\$ 38,000,000
Research grants and scholarships	25,000,000
CMHC loans for student residences	27,600,000
Technical and Vocation Assistance	142,000,000

Or a total of: \$232,600,000

COMMITTEE TO STUDY TAX STRUCTURE

While these substantial measures of federal assistance lessen the immediate financial pressures, they do not solve the problem. That is why we proposed, and the provinces agreed, to establish a tax-structure committee. Through that committee, the 11 governments together will take a longer-range and more searching look at expenditure needs and the type of tax structure which would most appropriately meet those needs. No doubt you will see to it that the needs of the universities are fully understood in this examination. I am happy, indeed, to recognize that, by establishing the Bladen Commission, you were ahead of governments in seeing the importance of looking to future needs and resources.

I do not have to point out that there is bound to be a connection between any proposals regarding the future nature or size of federal assistance for university purposes and the range of tax revenues made available to the provinces for the discharge of their responsibilities.

I am sure you appreciate that these tax studies are at too early a stage for me to say anything specific on those financial aspects which particularly concern you.

It might, however, be appropriate to make one comment on the construction part of university expenditures. The Federal Government has large responsibilities for a wide range of construction programmes. They are one of the most direct influences that we can exercise on the level of employment, which is such a major national concern. Consequently, however important any particular type of construction is in itself, we must always look at any federal involvement in relation to our concern for the general level of economic activity.

EQUALITY OF OPPORTUNITY

Your main financial concern is with the students you have and are sure you are going to have in increasing numbers. That is natural. A government's interest, however, is perhaps a little broader, and must include concern for equality of educational opportunity. I have no hesitation, indeed, in asserting the personal belief that education at all levels should be free to all those qualified to take advantage of it. But that is admittedly an ideal to which we cannot expect to move overnight. At the moment there may even be other and greater priorities in the field of education. It is true, also, that we may never have perfect equality of opportunity. There will always be some restraining impediments of one kind or another. But we must not indefinitely tolerate all the financial impediments which now exist. If we really appreciate the value of talent,

the importance of our human resources, then clearly no young man or woman of talent ought to be shut off from university by the gap between what a student can earn in the summer and what it costs to live and study for the year.

I hope that our programme of guaranteed loans will greatly reduce the number of people who cannot bridge that gap. But, of course, it does not completely meet the need. I very much appreciate the fact that the Bladen Commission is examining the need for student aid, and we will examine its findings with great interest.

One of the main causes of unequal educational opportunities remains the great difference between what it costs to go to university in your home town and what it costs, say, for a Pembroke or a Maniwaki boy to come to Ottawa. The establishment of new universities in new locations is, of course, a help; but it makes the remainder of the problem all the more unfair. Moreover, this very spread has its own dangers. The desire for geographical equality creates very strong pressure to sameness in the universities. I have no doubt you would regret it very much if the new institutions all tended to provide the same range of faculties, all in some measure carbon copies of the universities people go to now. That would stretch our resources too thin and might weaken something that is very precious in our universities. A university is, above all else, a home for the spirit of intellectual inquiry. While it does much else on the way, the inner spark that drives it on must always be the desire to extend the boundaries of thought. In any one faculty, at best only a relatively few professors are the custodians of that spark. They need each other and they cannot flourish if they are spread too wide.

UNIVERSITIES AND TRAINING INSTITUTES

I would therefore make two points which are far outside my responsibility as Prime Minister but of very real concern to me. I hope that you will not be afraid to differentiate between the idea of a university and what one might call a professional training institute of near-university status. The very great need for the functions of the second — and honourable and important functions they are — should not cause us to stretch our university staffs too thin, in a vain attempt to establish in many places more comprehensive universities than can effectively be developed.

I will finish giving my layman's views about your affairs by making only one more suggestion, which calls for more co-operative endeavour than has yet taken place in Canada. There is a fair degree of mobility among university students and professors. Prairie boys go to Queen's as undergraduates and Gaspésiens to Montreal. A great many Canadians do postgraduate work in the United States, Britain and France — and too many, unfortunately, are lost to us afterwards.

The student who finishes his education in his native province looks to an employment market which is nation-wide and may immediately take him from, say, the Maritimes to Toronto. This mobility does not, I should add, operate as one would wish between

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TARIFFS EASED FOR AUTO FIRM

The following statement was made recently in the House of Commons by the Minister of Finance, Mr. Walter Gordon:

...On behalf of my colleague the Minister of Industry, I wish to announce to the House certain temporary tariff arrangements which have been extended by Order-in-Council to the General Investment Corporation of Quebec in order to permit that company to begin the production of Renault and Peugeot automobiles in Canada.

The General Investment Corporation of Quebec is a private company, wholly owned by Canadians, which was created by the government of Quebec last year to stimulate and promote the formation and development of industrial undertakings in that province. It has entered into agreements with the French companies Regie Nationale des Usines Renault and Société Anonyme des Automobiles Peugeot for the manufacture of their automobiles in Canada. Under the agreements, the General Investment Corporation will build and equip a factory of its own to assemble and finish these vehicles.

UNIQUE UNDERTAKING

This undertaking is unique in that a Canadian-owned company will make automobiles under licence for

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B.C. SITE FOR NEW OBSERVATORY

Prime Minister Pearson has announced that a site in southwest British Columbia has been selected as the location for the new Queen Elizabeth II Observatory, which will house one of the largest optical telescopes in the world. The site, chosen after an intensive survey, is at the top of 6,200-foot Mount Kobau, 14 miles northwest of the town of Osoyoos, in the area of Keremeos and Oliver on a direct line from the United States border, and overlooks the Okanagan Valley on the east and the Similkameen Valley on the west.

After the site had been selected by astronomers of the Observatories Branch of the Department of Mines and Technical Surveys as best meeting scientific requirements, the Prime Minister got in touch with Premier Bennet of British Columbia, who has undertaken that the necessary land, which is provincial Crown land, will be made available without charge so long as it continues to be required for the operation of the observatory.

ADVANTAGES OF SITE

Among the requirements for an observatory site are stable, dry air, a region not subject to fast-moving weather fronts, clear skies, no extremes of temperature, and not too much auroral activity. It is important, as well, that the site be well away from industrial development and population centres.

The area in which Mount Kobau is located is in the dry belt of the British Columbia interior and is a

a foreign motor-vehicle producer. From the outset, components will be purchased from Canadian parts makers; other parts will be imported from French companies. There will be a progressive reduction in the proportion of imported parts used as Canadian sources are developed. The finished automobiles will be sold to the Canadian subsidiaries of the French companies for distribution in Canada and for export.

Initial plans provide for annual production of 8,000 automobiles requiring a work force of 250 people.

The output of the company, when added to that of Volvo in Dartmouth, Nova Scotia, will give Canada a substantial production of European-type automobiles. There has been a continuing demand for this type of vehicle by Canadian consumers, who will now be able to choose between several Canadian-made products.

These transitional arrangements in respect to customs duties are comparable to those provided Volvo of Canada, Ltd., taking into account the relative values added in Canada in the production of these vehicles. As in the case of Volvo, the special arrangements are for five years and there is a progressive reduction in the tariff concessions over this period...

northward extension of the Great American Desert. Sites in western Alberta and eastern British Columbia were also investigated by government scientists.

A new highway, the Richter Pass Road, runs across the southern slope of the mountain, and the gradual rise from road to summit will simplify building of an access road. Power lines pass seven miles to the northeast and a water supply is available at the site from a lake and a mountain spring near the summit.

The top of Mount Kobau is a plateau eight miles long and two miles wide, providing ample room for auxiliary instruments and buildings. Provision will be made for tourists, with picnic grounds and parking areas on the site.

NEW CANADIAN ARMoured CARRIER

Canada's NATO brigade in Germany has received its first armoured personnel-carrier. The carrier, known as the M113 A1, arrived at Dusseldorf airport aboard an RCAF "Hercules" transport aircraft, and went to the brigade's No. 4 Field Workshop, Royal Canadian Electrical and Mechanical Engineers.

The M113 A1 is an 11-ton, tracked, amphibious and cross-country, diesel-operated vehicle, which can transport 11 fully-equipped soldiers. It has a cruising range of 300 miles with a maximum speed of 40 mph, and is the first of 300 such vehicles the brigade expects to have available for training next year.

HISTORICAL RESEARCHER TO PARIS

Mme. Louise Miville-Dechêne, a specialist in eighteenth-century historical research, left for Paris recently to search for important sources of information and to organize the microfilming of documents pertinent to the restoration of the fortress of Louisbourg on Cape Breton Island.

Mme. Miville-Dechêne received her early education in Montreal, where she obtained a B.A. degree from Marie-de-France College. She then spent a year in Paris studying political science at the Sorbonne. On her return to Canada, she was associated with both the Quebec Film Office and the Quebec Tourist Bureau. The many questions asked by visitors concerning historical sites reawakened her long-standing interest in history and led her to further studies. She obtained an M.A. in history from Laval University, and in 1963 presented a thesis, entitled "William Price, 1810-1850", on the beginnings of the Price Brothers Company, as part of the work required for a doctorate in history.

As a member of an archaeological team from Laval University, she took part in the first excavations on the site of Louisbourg in the summer of 1963.

In France her work will take her first to the National Archives in Paris and afterwards to such seaports as Toulon, Rochefort and Larochele, from which supply ships set sail for Louisbourg more than two centuries ago.

ECONOMIC STUDY OF ALASKA HIGHWAY

Speaking recently in Edmonton at the third annual national Northern Development Conference, Mr. Arthur Laing, the Minister of Northern Affairs and National Resources, announced that an economic study was in progress of the implications for Canada of the paving of the Alaska Highway. "If the paving of the Alaska Highway were to be carried out", he said, "it would make necessary substantial highway relocation and reconstruction, and would therefore require extensive capital expenditure." Mr. Laing added that "it would only seem prudent that all of the benefits and costs which would accrue to Canada in the event of highway improvement should be thoroughly examined."

The Federal Government is undertaking studies of the economic impact and engineering cost of Alaska Highway improvement. The engineering study, conducted by the Department of Public Works, has been in progress for some time. The Department of Northern Affairs and National Resources is responsible for proceeding with the economic study and has engaged the Stanford Research Institute as consultants. It is expected that their report will be completed before the end of 1965.

Mr. Laing emphasized that the broader intention of the engineering and economic studies was to provide the kind of data that would be required when the time came to discuss the subject of cost-sharing with the United States Government, since the U.S. "has a very real interest in the Alaska Highway".

CANADIAN SHOW HOMES IN U.K.

On October 27, Mr. Lionel Chevrier, High Commissioner for Canada in Britain, accompanied by Admiral of the Fleet Sir Caspar John, the Chairman of the newly-formed British Government Housing Corporation, opened two semi-detached Canadian demonstration homes at Abbots Langley, Hertfordshire. A similar pair of houses at Up Holland, Lancashire, was opened on October 29 by a Canadian-born T.V. personality, Barbara Kelly. The final twin-unit, at Sighthill, Edinburgh, was declared opened by Mr. Duncan M. Weatherstone, Lord Provost of Edinburgh, on November 3.

PURPOSE OF DEMONSTRATION HOMES

The three pairs of houses were built to demonstrate the techniques, advantages and suitability of Canadian wood-frame house construction for the British housing programme and to promote the sale of Canadian lumber and plywood in Britain. The erection of these Canadian demonstration homes was recommended in a British Government white paper, "U.K. Housing Mission to Canada, June 1963". It stressed the high standard of finish and comfort obtained from wood-frame construction, its suitability for "on-site" or factory fabrication and the contribution it could make to British housing needs.

More than 2,000 architects, engineers, builders and mortgage and insurance company representatives have already visited the three sites, which will remain open for at least six months. One house of each pair has been finished and furnished, and the other has been partly built, with sections cut away to show construction details.

NATIONAL POWER NETWORK

Mr. Arthur Laing, Minister of National Resources, recently announced that a contract was being awarded to a firm of consulting engineers to undertake the second phase of a study of a national power network. This phase, it is estimated, will cost about \$250,000. The second part of the study was recommended by the Federal-Provincial Working Committee, which was established to make recommendations to the federal and provincial governments on the feasibility of a national power network. The consulting engineers are expected to complete their report on Phase II in 1966. Under the accepted arrangement, in addition to the work of the consultant, the cost of which will be borne by the Federal Government, the principal utilities in each province will be heavily engaged in the engineering man-hours involved in the provision of the facts and forward-planning information that will form the basis of the consultants study and recommendations.

This study of trans-Canada grid patterns will also take into account North-South interconnections.

An advisory Committee, composed of the system-planning engineers of the utilities, has been established to work with the consultant. It will be convened shortly.

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CANADA VIEWS U.K. SURCHARGES

Commenting in the House of Commons on October 26 on the recently-announced British surcharges on imports other than foodstuffs, basic raw materials and unmanufactured tobacco, Prime Minister Pearson said, in part:

...No detail is as yet available as to the specific impact of this new charge on particular Canadian exports. However, it is clear that, in general, it will apply to Canadian manufacturers. We await further information concerning the applicability of the charge to Canadian semi-manufactured materials.

It is important to note that the new charge will apply to imports from all sources. Moreover, existing margins of tariff preference will not be altered.

Mr. Wilson has told me how much he regrets that it has been necessary to impose charges on certain imports from the Commonwealth, but Britain's non-discriminatory obligations and the urgency of the situation left him no alternative. He has assured me that the new charges are essentially temporary.

OLD RIVER BOAT DISCOVERED

Experts are examining an archeological treasure recovered this summer from Lake Huron at St. Joseph's Island, near Sault Ste. Marie, Ontario. This is part of the flat bottom of a *bateau* that probably carried supplies to old Fort St. Joseph, which stood on the island more than 150 years ago.

Found beneath a disused canoe wharf at the fort site, the 23-foot section has arrived at Fort Malden National Historical Park, Amherstburg, Ontario, to join the park's nautical collection. It was discovered by an underwater search party from the Historic Sites Division of the National Parks Branch, assisted by an archeological team from the University of Toronto.

French and British boats of this type travelled the continent's inland waterways for more than a century before 1850. They were 30 to 40 feet long and were propelled by oars and sails. Before a smaller section of one of these craft was found in Lake Champlain in 1960, historians knew little of their precise construction. This summer's find gives archeologists their best opportunity so far to study the design and structural details of a *bateau*.

DESCRIPTION

The present specimen, built of oak and pine, was apparently about 30 feet long, with a seven-foot beam and a draft of four feet. The salvaged section has a step for a mast, but no trace of the four pair of oars it probably carried. The square rose-head nails used in its construction are of a type employed about 1812.

Fort St. Joseph, built between 1796 and 1799, was the westernmost British strong-point during the War of 1812. It was burned by the Americans in 1814 and never rebuilt.

The recovered section of the *bateau* was found in surprisingly good condition, filled and covered with stones that may have formed a pier for the old canoe wharf and are believed to have preserved the remains from the force of the waves.

will be reduced as soon as the balance-of-payments situation permits and abolished at the earliest opportunity. The British Government will maintain the existing parity of sterling. Mr. Wilson has indicated that in this connection ample facilities are available for the support of sterling.

Britain is Canada's second most important market and we value highly our trading relations with her. Britain's economic strength is important to Canada and to the rest of the world.

I have expressed our hope that the combination of measures introduced by Britain will result in the speedy restoration of balance-of-payments equilibrium and the earliest possible elimination of the special charge on imports.

I have assured Mr. Wilson that he can count on the understanding of the Canadian Government with respect to the present economic difficulties facing Britain and the necessity of measures on their part to overcome them.

PROCESS OF SALVAGE

A stone breakwater was constructed to protect them further while they were being removed from the water. The whole section then was placed in a plastic-lined pit and submerged for ten days in a 50 percent solution of polyethylene glycol. This preservative remains in the myriad tiny spaces after the wood dries out, preventing it from cracking.

Also recovered in good condition was part of an old schooner dock, expertly constructed of dovetailed logs without the use of nails. Like the *bateau* section, this had apparently been protected from the waves by a covering of stones.

The intact portion of the dock measures 32 by 21 feet. The original structure was 32 by about 72 feet.

NEW 8-CENT STAMP

The first 8-cent stamp produced by the Canada Post Office since 1946 will be issued on November 18. It is intended to replace a former 7-cent stamp rendered obsolete by a recent increase in air-mail rates to the United States. Besides facilitating prepayment of postage on air-mail letters, the stamp will be used for parcel post and for first-class letters weighing between one and two ounces for delivery within Canada.

In announcing the new issue, the Postmaster General said that the design was a re-working of the 7-cent regular issue released in March. The only change is in the numeral 7, which has been replaced by an 8. The central feature of the design is a modern inter-city jet aircraft taking off from a Canadian terminal.

Since the air-mail rate change went into effect on July 15, the Post Office Department has provided an overprinted stamp with the 7 defaced and an 8 printed above it. Supplies of this stamp will soon be exhausted and the new 8-cent issue will take its place.

EDUCATION A FEDERAL AND PROVINCIAL CONCERN (Continued from P. 2)

the English-speaking and French-speaking. That is a major drawback. But in other respects it is already very great and one may expect to see it become greater in all respects.

SPECIALIZATION IN POSTGRADUATE STUDIES

In this situation, it would seem to me that all parts of the country would have a common interest in a greater degree of specialization in postgraduate studies. We are not so big that we can expect to have, in any one discipline, advanced work of the very highest standard going on in several universities at once. I wonder, therefore, whether there could not be a co-operative agreement to establish an institute for advanced studies in, say, economics in Montreal; in, say, physics in Toronto; in public administration in Ottawa; in chemistry in Vancouver; in agriculture in Saskatoon; in political science in Quebec City...One could go on suggesting all kinds of fascinating combinations. I realize that some faculties at some universities would lose something in the process. But I am bound to wonder whether the losses would be comparable to the great gain that there might be for our university life as a whole, and from which all Canada would benefit.

If there were any trend of this kind, then of course the research activities and assistance of the Federal Government could be co-ordinated with it. The National Research Council, Atomic Energy of Canada, the Canada Council...these and others are institutions in which I believe we can take great pride. They have a fine reputation for the equality of their contribution to research and to intellectual advancement. They have also had, I believe, great success in avoiding the dangers of government interference which sometimes cause this type of state activity to be feared.

It seems to me very possible that this type of federal activity could be even more successful, especially in its fertilization of research and advanced study in the universities and in industry, if its expansion could proceed in harmony with institutes of the kind about which I have been speculating.

The responsibility of the Federal Government in this area is, by one means and another, to do all it can to promote and encourage the growth in Canada of the research work on which our industrial progress will increasingly depend. At the points where research and education touch, there is an overlapping involvement of federal and provincial responsibilities, just as there is where responsibility for employment overlaps with responsibility for technical and vocational education. The latter is a case where we have, I think, developed satisfactory forms of federal-provincial co-operation. I hope we can have the same success in the areas of research and advanced studies, an area whose importance has been too little recognized and which should rapidly be made very much more important.

What I have tried to say on co-operation, in relation to education, is essentially what I believe needs to be said, by interested Canadians, in many areas of concern to us all. We are in a period of

re-assessing and re-shaping many of the instruments through which the people of Canada conduct their public affairs. We are responding to the challenge of new conditions. We cannot expect that response always to be smooth and swift. But we must never believe that it cannot be successful. To that end, we need above all, open, fair-minded discussion — an understanding and understandable dialogue in two languages. Those of us who are politicians look to you who are professors for wisdom and enlightenment in the discussion....

ARTISTIC PLANS FOR CANADA'S CENTENARY

Several projects assisted by the Canada Council will mark the centennial of Confederation. Other obligations have limited the Council to only one centennial project as such, the history of Canadian painting, which the Council has initiated as its contribution to the occasion. The project, for which the Council has already approved more than \$30,000, is under the editorship of J. Russell Harper, former curator of Canadian Art at the National Gallery of Canada, and is undertaken in co-operation with the University of Toronto Press.

Other projects assisted by the Council as part of its regular programmes are also expected, by their timing, to add to the centennial celebrations. They include: the architectural competition for the Fathers of Confederation Memorial Building, now open at Charlottetown, Prince Edward Island; a survey for the National Centre for the Performing Arts, Ottawa; a survey for a visual arts centre in Hull, Quebec, to complement the Ottawa Centre; the 16-volume Canadian Centenary History series (D.G. Creighton and W.L. Morton); a History of French Canadian Literature (Léopold Lamontagne); a History of Canadian Letters in the English Language (Carl Klinck); a History of Trade Unions in Canada (Eugene Forsey); and a collection of Canadian political cartoons since Confederation (W.C. Werthman).

REPORT ON FLUORIDATION IN WATER

The report of the 1963 survey of the fluoridation study carried out at Brantford, Ontario, has just been released by the Department of National Health and Welfare. The results of this survey show a beneficial and continued reduction in caries experience in children 16 and 17 years old 17½ years after the introduction of water fluoridation in Brantford.

The data indicate that there is essentially no difference in caries-reducing effect between a mechanically-fluoridated water supply and a naturally-fluoridated supply, and that the beneficial effect of water fluoridation continues at least until the eighteenth year of life.

The tooth-decay experience of native Brantford children continuously resident in that city was compared with that for Stratford, Ontario, which has naturally-fluoridated water, and Sarnia, Ontario, where there is no fluoride in the water.

No ill effects attributable to the presence of fluoride in the water supply have been observed in Brantford and Stratford.