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"ONTARIO, 1956"

The demands made on the Canadian economy in 1956 were reflected by Ontario's production achievements, according to the publication "Ontario's Industrial Development" issued by the Trade and Industry Branch of the Provincial Government. On the agricultural side the Province is one of the country's most important farming areas. In 1956 Ontario's farm cash income amounted to \$753 million, some 28 per cent of the Canadian total.

Ontario is also one of the most important mineral producers in Canada. The total value of mineral production rose 234 per cent since 1946, reaching an estimated \$641 million in 1956--31 per cent of the value of all minerals produced in Canada during that year. Ontario is still the world's largest producer of nickel. Production, centered on the Sudbury nickel-copper basin, jumped from \$45 million in 1946 to \$210 million in 1956--an increase of 367 per cent. Similarly, copper production climbed 452 per cent since 1946 to \$127 million last year--just short of half the Canadian output in 1956. Iron ore production, based on the output of the Algoma district, the Steep Rock range and the Marmora deposits in eastern Ontario, reached \$40 million in 1956, and amounted to 26 per cent of the Canadian total. Production of uranium started in 1955, and amounted to \$6 million in 1956. The Blind River deposits in northern Ontario contain the largest known reserves of uranium ore in the world, and already over \$500 mil-

lion in contracts have been placed with Ontario companies. In addition, the Province continued to be virtually the only Canadian producer of platinum metals and cobalt, and accounted for half of the nation's output of gold during last year. Lead, zinc, salt and fuels also remained important for the Province, as did the \$102 million worth of structural materials that were produced.

As well, Ontario holds an important position in respect to pulp and paper production which in 1956 amounted to an estimated \$423 million, or nearly a quarter of the Canadian total. Forestry operations produced perhaps \$175 million, 22 per cent of the value of Canadian output.

Significant as these aspects of the provincial economy are, nothing underlines more the rapid growth that has taken place in Ontario and the importance of that growth to Canada than a consideration of the Province's manufacturing output. That output had a gross selling value of an estimated \$10.6 billion in 1956, approximately half of the value of all the goods manufactured in the country. The 1956 record production represents an increase of 179 per cent over the \$3.8 billion produced in the Province in 1946--a truly remarkable climb. Furthermore, the nation's leading manufacturing industries have concentrated in Ontario to an impressive degree. Nearly all Canadian motor vehicle production takes place in this province, and the same applies to

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motor vehicle parts, heavy electrical machinery, and agricultural implements. Over three-quarters of the rubber goods and primary iron and steel are produced here, as are over one-half of all the aircraft and parts, industrial machinery and chemicals. At least half of all Canadian publishing and printing occurs in Ontario.

These industries chose that part of the country where transportation facilities were most suitable for the assembling of raw materials and parts, and for the marketing of the final product; where power and water for industrial use were cheap and plentiful; and where, by reason of the fertile land suitable to an efficient type of mixed farming, the varied food products demanded by a modern urban society could be produced. The production of half of Canada's manufacturing output in Ontario, decade after decade, testifies to the fact that these advantages continue undiminished here.

THE HEARTLAND MARKET

Fundamental to the expansion of Ontario's production on all fronts in the last few years has been the rapid growth of the Canadian population since 1946. More people have meant more demands for consumer goods, housing, schools, hospitals and roads. The necessary expansion to meet those needs has meant a further development of raw material sources. The whole process has required machinery, equipment and other materials, much of which is manufactured in this Province. Thus Ontario's position as the workshop of the nation has been based not only on its geographical advantages but on the fact that it forms the largest and richest market in the nation.

Backed by an increase of 40,000 people each year during the 1930's, Ontario's population passed the 4 million mark in 1946. In recent years it has been increasing at an annual rate of nearly 150,000. Under such impetus the Province's population climbed since 1946 to the 5.4 million figure recorded in June, 1956--an increase of 32 per cent. This rapid growth stems from two main forces--immigration and natural increase. Immigration to Ontario from foreign countries has been at an extraordinarily high level since the end of World War II. In the last ten years, around 700 thousand immigrants--over half of all those coming to Canada--have settled in Ontario, bringing new trades and skills, and their savings. A more influential factor--in combination with the fall in mortality rates since 1900--has been the rise in the birthrate in the last 16 years from 17 per thousand to 27 per thousand in 1955--one of the highest in Ontario's statistical history. The population rise has given the Province a labour force of 2.1 million in 1956--over a third of the Canadian total.

The Province's citizens already constitute an increasingly rich market. During 1956 they accounted for 40 per cent, or an estimated

\$8.6 billion of the total personal income earned in Canada. In Ontario there has been a substantial rise in personal income per capita since 1939, and more particularly in wage and salary earnings. The average weekly wage per employed person in manufacturing, expressed in 1949 dollars, rose from \$37.55 in 1939 to an estimated \$58.00 in 1955--an increase of around 57 per cent. During the same period the average length of the work week declined from 47 hours in 1939 to 41 hours in 1955--a reduction of 13 per cent.

As a result, measured by personal expenditure on consumer goods and services, the standard of living of Ontario residents may be estimated to have risen 53 per cent since 1939. There has been a tremendous increase in material acquisitions. Since 1941 the number of passenger automobiles registered in Ontario has more than doubled, and household conveniences of every variety have become established as commonplace. Thus the factors of a rising personal income and the development of expensive tastes, when coupled with the increase in population, have created a market force of formidable proportions. Ontario's retail sales amounted to \$5.4 billion in 1956, or 38 per cent of the Canadian total.

ONTARIO'S EXPANSION

Because of demands originating in and outside of the Province, Ontario undertook one of the biggest capital investment programmes in her history last year. During 1956, \$2.8 billion was invested in new construction and equipment. This was 35 per cent of the overall Canadian outlay, the largest share of any province in the country. A good \$379 million, or 13 per cent of the Ontario total, was spent on the primary and construction industries. A sizable part of this sum was accounted for by the development of uranium at Blind River and other base metal sources. Utility expenditure took up another 17 per cent of the 1956 Ontario programme, rising to \$480 million, with much of the money going to the St. Lawrence Seaway and Power Project which will provide the Province with 1.1 million horsepower of electricity. In terms of construction contracts awarded, over 41 per cent of the Canadian total of \$3.4 billion was spent in Ontario during 1956.

It is, however, in manufacturing that the Province showed its expansion power during last year, continuing to absorb--as it has for the past decade--nearly half of the total Canadian investment in that field.

Year	Investment in Manufacturing		
	Canada \$ Millions	Ontario \$ Millions	Ontario % of Canada
1947	527.9	253.4	48.0
1953	969.0	499.4	51.5
1954	822.1	416.3	50.6
1955	946.5	411.8	43.5
1956	1,349.0	605.7	44.9

The \$605.7 million investment in Ontario manufacturing last year represents a 130 per cent advance over the amount invested in 1947.

The 143 new manufacturing industries established in the Province during 1956 gave concrete form to some of the dollars invested and represented an all-time high in numbers, bettering the previous record of 136 established in 1953.

Number of New Industries in Ontario 1952-56 By Country of Origin

Origin	1952	1953	1954	1955	1956
Canada	37	45	20	45	71
United States	52	55	57	57	54
United Kingdom	28	29	6	7	13
West Germany	3	3	4	4	3
Others	6	4	4	2	2
	126	136	91	115	143

For the first time, too, the best source for new industries was Canada. Some of them were branch plants of Canadian companies establishing a manufacturing operation in Ontario for the first time, but many were also new firms started by Ontario interests and Ontario capital--a certain sign of domestic business faith, initiative and enterprise.

The number of new industries from the United Kingdom has increased somewhat over 1955, but remains lower than the 1953 record. During 1956 the United Kingdom Government, faced with an inflationary boom, was forced to introduce curbing measures. The effect of these--especially of the higher interest rates, the stringency of credit, and the reduction of industrial expansion programmes--was to prevent many companies from carrying out their plans to manufacture in Canada, or to purchase interests in Canadian companies. As a result, the trend on the part of British companies to enter the Canadian market through manufacturing arrangements, sales subsidiaries or agency arrangements has continued. The fact, however, that British efforts will need to be directed to dollar sales could mean more sales and manufacturing companies for Ontario. European industries continue to expand, and money for Canadian projects appears to be easier to procure. Interest in Canada, especially from West Germany, remains high.

The number of new manufacturing industries from the United States entering Ontario decreased somewhat, but still reflected prosperous conditions and a continued interest in the future of Canada. American businessmen have been consistently attracted to Ontario by its expanding market opportunities, the Province's abundant supply of needed resource materials, and in general by a growing private enterprise economy combined with political stability.

The type of new industries coming to Ontario in the last few years is shown in the following table.

New Industries by Type

Products	1954	1955	1956
Foods and Beverages	5	3	4
Textile, Rubber and Leather Products	5	8	7
Wood and Paper Products	3	13	10
Primary Iron and Steel	1	1	
Machinery and Mechanical Equipment	15	8	28
Tools and Instruments	10	11	9
Aluminum Products		4	6
Miscellaneous Metal Products	11	19	33
Chemicals and Allied Products	9	13	25
Electrical Apparatus and Supplies	12	10	7
Transportation Equipment and Parts	7	6	10
Miscellaneous	8	15	5

New foreign concerns, however, accounted for only a part of the Province's industrial expansion during 1956. In the year, 40 major branch plants of established Ontario companies commencing operations in a new community were recorded, while 374 companies undertook major expansions at site.

The total impact of this industrial development on the provincial economy has been far-reaching. The establishment of 828 manufacturing industries during the years 1949-56 inclusive has been paralleled by the employment of an extra 100 thousand people; a rise in the annual gross value of manufacturing production of from \$5.7 billion worth of goods made in 1948 to \$10.6 billion worth made in 1956; and a total investment of over \$3 billion.

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DRAMATIC POLIO DROP: Cases of all types of poliomyelitis in Canada in 1956 totalled 600, a decrease of nearly 59 per cent from the all-time high of 8,878 in 1953, according to a special report on poliomyelitis released by the Dominion Bureau of Statistics.

Only two provinces, Quebec and Ontario, showed slight increases in the number of cases in 1956 as compared with the preceding year. The national incidence rate of 3.7 per 100,000 population was the lowest recorded since 1945 when a rate of 3.2 was shown.

Paralytic cases decreased 67 per cent from 551 cases in 1955 to 369 in 1956, and were the fewest since 1950 when 284 cases were reported. The incidence rate at 2.3 per 100,000 population was also the lowest since 1950 when the rate was 2.1. New Brunswick, Quebec and Ontario showed slightly higher incidence rates in 1956 than in 1955.

The proportion of cases in the age group 20 years and over was the highest recorded since 1949 (41.3) for the six provinces reporting age. This proportional increase, however, was due to the lower incidence at younger ages rather than an increase in the age group 20 years and over.

SEAWAY AT HALF WAY MARK

Mr. Lionel Chevrier, President of the Privy Council and Minister responsible to Parliament for the St. Lawrence Seaway, declared May 23 that "a backward and forward look at the Seaway at the halfway mark gives reason to believe that the construction of the Seaway right now has in many ways turned out to have been a move forward in step with the times." Mr. Chevrier was guest speaker at the sixty-fourth annual meeting of the Canadian Life Insurance Officers Association held at the Seigniory Club, P.Q.

Emphasizing the above statement, Mr. Chevrier indicated that the conditions for building the Seaway have been exceptionally favourable, for it would be carried out without causing any dislocating effect on the economy, that the growth of the economy itself indicates that it is fully ready and capable of making full use of the Seaway and of the power development in connection with it and that business and industry have accepted its possibilities eagerly. Turning to the international level, the speaker pointed to the large area of the United States which appears ready to orient its trade toward the St. Lawrence route, not forgetting the new importance of Canadian iron ore for the Great Lakes steel industry, and to world trade conditions which have turned out to be more favourable than they have been for several decades. The speaker finally underlined our industrial progress having reached the point where the opportunities and inducements for using water transport were never higher.

Comparing the construction of the 27-foot seaway with the historical record of canal building in Canada, Mr. Chevrier pointed out that, in the past, canal building was prodigal of both time and labour and the costs were large in comparison with the resources available to meet them. Also the speed and perfection of modern construction techniques have the inevitable effect of minimizing the size of the job actually done. To take only one example, the total labour force of 16,000 used on all the aspects of the Seaway and Power projects is equivalent to less than 4 per cent of the industrial labour force of the Montreal area. Thirty years ago, a force of this size would have equalled more than 8 per cent of the Montreal labour force. However, because of construction methods and equipment then available, to gain some conception of how big the seaway project might have appeared to people at that time, one must conceive of a project today that would call for employment of some 120,000 men.

MEASURES ECONOMY GROWTH

"The significant thing about this," commented the speaker, "is the way it measures the growth of the Canadian economy. Our economy is

experiencing an unprecedented rate of new capital investment at the present time, of which the Seaway is only a small part. No major projects have had to be deferred because of any drain on manpower or materials caused by the Seaway. The Seaway, which in the past often appeared outside, both as an undertaking and as a capital asset after completion, through the remarkable growth of our economy during the post-war period promises within a very short time, if not almost immediately, to be entirely absorbed into the economic life of Canada and the United States."

The speaker then commented on the eager response of business and industry to Seaway possibilities. It appears that no one will have to "sell" the Seaway to prospective users. "We are not faced," added Mr. Chevrier, "with a hesitant, wait-and-see attitude, but with planning and action on every hand--by industries, shipping concerns, port authorities and the like."

Turning to the interest and enthusiasm shown in the United States for the Seaway, the speaker noted that this interest seems today very broadly based and expressed his conviction that the states bordering on the Great Lakes, are regarding the Seaway as their own particular "Gateway to the Sea." "I need not emphasize to you," continued the speaker, "the long-run importance to Canada of this new northward-looking stance of the American Middle West. For whatever the service via the Seaway that is in time provided at Cleveland or Detroit or Chicago, it is bound to be as good or better at intermediate Canadian ports such as Hamilton, Toronto and Montreal."

FOREIGN TRADE SHIPPING

Discussing the world trade, Mr. Chevrier stressed the phenomenal expansion in the volume of world trade, indicating that it is now possible to think of a volume of international trade using the Seaway that would have been inconceivable only a few years ago. Symptomatic of this healthy condition of world trade is the inauguration of direct trade shipping between Great Lakes ports and overseas in 1945. In 1956, 15 different lines were participating in this trade, using 94 ships and making 309 trips. Further expansion is certain with some 19 lines, for this year, using approximately 130 vessels and making more than 400 trips. This expansion can only grow with the opening of the Seaway, when world trade can operate larger and therefore relatively less expensive vessels.

Mr. Chevrier concluded with some remarks on the changing role of water transportation generally in our economic life. In his opinion, water transport today is feeling the direct effects of industrial expansion on this continent. The volume of raw materials and finish-

ed products is increasing, and with this growth there are appearing new potential users of bulk transport as provided by waterways. The savings to be gained from the use of water transport are thus coming within the reach of an ever growing volume of traffic

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"DOORWAY TO CANADA"

There is little doubt that immigration has played an integral part in the recent growth of the Canadian economy, says the Bank of Montreal in its May Business Review.

The Review, entitled "Doorway to Canada", points out that immigration has not only brought over one million new customers, most of them adults, to the Canadian market since 1949, but it has also eased the labour shortage that would otherwise have been acute.

"Not since the historic period from 1903 to 1914, when new arrivals were reaching our shores at an average rate of 230,000 a year, has immigration attained such levels," says the Review, adding that, while it is somewhat more difficult for a person either to leave his own country or to enter Canada than it was before 1914, it is much easier now than it was in 1946, or even 1950.

This easing of restrictions, coupled with intensive promotional campaigns abroad in 1950-51 and again in 1955-56, are reflected in the higher immigration statistics, says the Bank of Montreal, which notes that during the six years from 1945 to 1950, only 453,000 people migrated to Canada, whereas immigration totalled 957,000 in the ensuing six years to 1956.

The Review also observes that the proportion of immigrants of British nationality was substantially reduced in the later period, while the number emigrating from Germany, Italy and Holland rose sharply. It adds, however, that during the second half of 1956, there was a marked increase in the number of residents of the United Kingdom expressing interest in emigrating to Canada, and it is expected that this year as many as 100,000 may cross the Atlantic to this country.

APPOINTMENTS ANNOUNCED, Two important appointments have been announced by the Secretary of State for External Affairs.

Mr. Ronald M. Macdonnell, at present Deputy Under-Secretary of State for External Affairs, has been named to succeed the late E. Herbert Norman as Canadian Ambassador to Egypt and Canadian Minister to Lebanon. Mr. Macdonnell will arrive in Cairo within the next few days to take up his new duties.

Mr. Evan W.T. Gill, at present High Commissioner for Canada in the Union of South Africa has been appointed the first High Commissioner for Canada in Ghana, which became independent on March 6, 1957. Mr. Gill will take up his new duties in Accra next fall.

"This factor," concluded the speaker, "will be one of the most important in increasing water transport in the years ahead, and its presence enables us to foresee traffic accruing to the Seaway which could hardly have been taken into account even a few years ago."

1957 RECORD LIKELY

"If the numbers arriving from Germany, Italy and Holland are as large this year as they were in 1956, and the estimate of 30,000 Hungarian refugees proves to be close to the mark," states the Bank of Montreal, "it is altogether likely that total immigration in 1957 will exceed the postwar peak of 194,391 reached in 1951."

The importance of successfully absorbing immigrants into Canadian society is manifest when it is recalled that, of a total Canadian population of a little over 16 million, one million have come to these shores from other countries during the 1950's, the Review says. "It may further be observed that approximately 55 per cent came to Canada with the objective of becoming gainfully employed, and, assuming that those who did so have retained this objective, their number is equivalent to a tenth of the total civilian labour force in Canada."

The Bank of Montreal also notes that the immigrant flow contains more males than females, more single men than married, more in the 20-30 age group than in any other, and that more than half have given Ontario as their destination. "A number of them have established small businesses of their own, and it has been estimated that in the six years to 1956, such enterprises represented an investment of more than \$11,000,000 and employed some 3,400 persons."

"Like the massive movement of capital from abroad," the Review sums up, "the inward surge of people has been attracted by, and has contributed to, the remarkable record of Canadian economic expansion in the 1950's."

SCOUT AIRLIFT Canada plans to send a total of 1,494 Scouts and Leaders to the Boy Scout Jubilee Jamboree at Sutton Coldfield, England, next August 1 to 22. Included in these figures are 1,047 Scouts and Leaders for the Jamboree: 184 Scouters for the Indaba (a world gathering of Scout Leaders), 183 Rovers and Leaders for the Rover Moot section, 26 service staff and 52 H.Q. staff. It is the first time all three events have been planned for the same location and at the same time.

Some 1,350 members of the Canadian Contingent will fly the Atlantic via chartered aircraft, believed to be the world's largest single Scout airlift.

ELECTION CAMPAIGN

Wives living abroad with their servicemen husbands will cast ballots in special service polls for the June 10 federal election.

Some 7,000 wives in Europe, the United Kingdom and the United States are eligible to add their votes to those of the servicemen stationed in a dozen countries. The service vote itself includes 117,000 members of the active forces at home and abroad, and about 8,000 veterans in federal hospitals. A record peacetime service vote is almost certain to result.

The service vote is conducted during the week before election day. But the ballots won't be added to civilian totals in the various ridings until a week afterwards, and it is conceivable that some constituencies where the civilian vote is close will go the way the forces go.

This year's service vote will include Canada's youngest voters--several hundred 16-year-old apprentices in the army and navy. The 21-year age restriction has been waived since the forces went on an active service basis in the Korean war days of September, 1950.

The service vote overseas, mainly adminis-

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JOINING FLEET: HMCS Bonaventure, the Navy's first Canadian-owned carrier, will sail from Belfast, Northern Ireland, to join the Atlantic Command fleet on June 20. She is scheduled to reach her new Halifax base on June 27.

Commissioned at Belfast on January 17 of this year, the Bonaventure has since undergone extensive sea and flight trials in preparation for her first operational duties.

On arrival in Halifax, there will be a storage and leave period after which the carrier will embark her new aircraft, the Banshee jet fighters and the Canadian-built anti-submarine Trackers. Two of each of these types of aircraft were flown to the United Kingdom earlier this year for flight trials with the new carrier. It was the first trans-Atlantic flight ever carried out by Royal Canadian Navy aircraft.

To aid in the operation of her aircraft, the Bonaventure is fitted with the most up-to-date installations and equipment, including the angled deck, the steam catapult and deck-landing mirror aids.

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PARADE IN U.S.: About 60 of the youngest soldiers in the Canadian Army will represent their country in an international Memorial Day Service at Sherwood, North Dakota, tomorrow.

They are members of the Apprentice Soldier Battery at the Royal Canadian School of Artillery, Camp Shilo, Man., who will parade at the request of the American Legion. The Memorial

Day services were originated in 1938 and have been held annually since.

Officially conducting the vote will have a list showing the accepted home address and constituency of every member of the services. The soldier's vote applies only in that constituency. Overseas wives can apply their vote only in their husband's home riding. Service wives living at military bases in Canada can vote only in the civilian poll in their home riding.

While the actual vote is administered by armed service members at the various bases and camps, the counting of ballots is done by civilians at London, England, Halifax, Ottawa and Edmonton, in the presence of scrutineers representing the four parties in the Commons.

London handles the overseas voting territory with the exception of Japan and Korea, which are handled by Edmonton. Voting territories in Canada are the four Atlantic Provinces and the Eastern Arctic, with headquarters in Halifax; the west and north with headquarters in Edmonton, and Ontario and Quebec, with headquarters in Ottawa.

Day services were originated in 1938 and have been held annually since.

Last summer an American Legion official was visiting Gainsborough, Sask., and was deeply impressed by the apprentice soldiers who were parading there. Early this year he wrote to the commandant of the RCSA and asked that the battery of young gunners and their band be permitted to feature in the ceremonies.

They will be met at the International Peace Gardens south of Brandon by American Legion officials for a border crossing ceremony and later that day will parade in Sherwood. Their officer commanding, Major F.R. Michie, will deliver the address to the American Legion.

The apprentice soldiers are 16 or 17-year-old youths from all over Canada who are training as tradesmen in the Army while receiving basic military training and high school academic instruction.

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ATLAS OF CANADA: Final work on the new Atlas of Canada was accelerated during 1956 by the Geographical Branch, Department of Mines and Technical Surveys. The Atlas will show the nature and extent of Canada's physical and human resources and their development and organization. It will consist of about 100 sheets of maps to be bound in loose-leaf form. Fourteen sheets were printed by the end of 1956 and 35 others were in press. The new Atlas is expected to be ready for publication before the end of 1958.