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WORLD'S FAIR SITE INAUGURATION

Prime Minister Pearson, Premier Jean Lesage of Quebec and Mayor Jean Drapeau of the City of Montreal, were the three leading figures in the colourful inauguration ceremony at the chosen site of the Canadian Universal and International Exhibition on St. Helen's Island, August 12.

The Canadian Prime Minister urged an immediate summit conference to ensure the success of the 1967 World's Fair. A Federal Government contribution of some \$50 million towards the cost of the exhibition was also indicated.

The ceremony, which took place beneath sunny skies, on the tiny island in the St. Lawrence River near the Port of Montreal, was attended by some 2,000 people, many of who, represented foreign countries, federal and provincial governments, business and industry and organizations particularly interested in the forthcoming exhibition.

In his address, the Canadian Prime Minister said: "We must realize that the prestige of Canada is closely tied to this great enterprise. So we must make this Exhibition a success in every way. But, in order to do so, we will have to call upon the support and the creative energies of the whole country; not merely Montreal, not merely Quebec, but the whole of Canada.

"We will be celebrating in 1967 the Centennial Anniversary of the Confederation. This Exhibition will be one of the central features, perhaps the greatest single feature, of that Centennial, when we will praise the wisdom and genius of our fore-

fathers in uniting widely separated colonies into a great self-governing Confederation based on the partnership of two founding races; a partnership which must be a full and genuine one if Canada is to flourish or even survive.

"It is right that this great Exhibition should be held in a city which is at the very heart of our history; a city which combines pride in the past with faith in the future.

"The Exhibition will draw the attention of the world to Montreal, to Quebec and to Canada, as hardly anything else in our history has done. We will all be on show before the world. The event must be one of which we can be proud - in every part of Canada.

"I am convinced that it can be such an event. But it will not be, unless there is careful planning and concerted action. I would be less than frank if I did not add that I feel we all have cause for concern over the magnitude of the tasks that must be accomplished if the Fair is to be the success that it must be.

"Internationally it is the Government of Canada that is the sponsor of the Fair. In 1962 the Federal Government took the necessary action to establish the World Fair Corporation and to extend invitations to countries through our diplomatic channels abroad. It approved a contribution of up to \$20 million to meet the direct costs of the exhibition.

"The Federal Government is also prepared to provide an exhibit that will be worthy of this country.

It has undertaken to meet very substantial additional costs that its engineers consider to be necessary to provide the protection of this site against ice accumulation. These various costs alone will total something over \$50 million.

"There will obviously be a great deal to be done by the City of Montreal and the Province of Quebec and the World Fair Corporation within their respective jurisdictions to provide services, utilities, the access that is needed, the bridges to link this site with the mainland and all the other ancillary developments that are necessary.

"It is essential, therefore, that there should be a clear understanding, as to exactly what is to be done, by whom it is to be done, what the costs will be and who will meet them. For this reason I would like to suggest to my associates on the platform, the Prime Minister of Quebec and the Mayor of Montreal, that a meeting should be arranged very soon to ensure that every detail and every aspect of the entire project have been provided for.

"In an agreement of this kind, each of the three levels of government will know exactly what its responsibilities are as the work proceeds; what its own share of the cost will be of the things that are necessary or desirable.

"I join wholeheartedly in all the high hopes and great expectations which are held for the complete success of this bold and imaginative concept. I know you will agree, however, that such success will be the reward not only of zeal and imagination, but also of efficient organization and hard co-operative work.

"Clear and detailed agreement between all concerned on practical matters will help join inspiration and imagination to concrete achievement.

"We must anticipate and not be overtaken by events. Each must assess what each can do in the time that is available and that is all too short for all the work that has to be done."

NEW WEATHER SHIP

A contract amounting to over \$8 million has been awarded a drydock firm of North Vancouver, British Columbia, to build a turbo-electric, twin-screw weather and oceanographic vessel. The ship will serve with the Canadian Coast Guard in the Pacific.

It will be of 5,350 tons load displacement, the Coast Guard's largest vessel, replacing one of the existing weather ships manning Ocean Station "Papa", 900 miles west of the British Columbia coast. Its equipment will make it one of the most up-to-date craft of its kind in the world.

The new ship will be just over 404 feet long, with a 50-foot beam and a load draft of 17 feet. It is expected that it will be completed in 1966. Its range will be 8,400 nautical miles at 14 knots.

NRC TESTS

In order to provide for the specialized duties of the various scientific groups that will work aboard the new ship, extensive model testing and planning went into the design to produce a working platform as stable as possible for research activities. Anti-

rolling tanks will be fitted into the main 'tween deck to reduce rolling during heavy weather and a bow-water jet-reaction system for manoeuvring will assist in steering at slow speeds.

To provide for the maximum degree of efficiency of meteorological instruments, the National Research Council undertook wind-tunnel tests involving the design of the vessel's superstructure. A helicopter deck and a telescopic helicopter hangar will be part of the special equipment.

MOTIVE POWER

A propulsion system consisting of turbo-electric power with oil-fired boilers will provide the quiet operation needed for a vessel housing many scientific instruments. Its speed will be such that it will be able to proceed to and from its station in the shortest possible economical time, and will also be an important factor when the ship is involved in search-and-rescue duties.

Because it will be "on station" for about six weeks at a time, accommodation for the crew, officers and scientific personnel will be of a high order, with provision of single cabins for all on board. Hospital facilities and recreation rooms will be provided.

The communications equipment will be of latest type, both within the vessel and for ship-to-shore use. The navigation equipment will also be of most modern design, including two marine radars, Loran, echo depth sounders and course recorder. The scientific parties working aboard the vessel will have special laboratories to serve their requirements and the vessel will be fully air-conditioned.

IRON ORE

Shipments of iron ore from Canadian mines in June amounted to 3,791,357 tons, an increase of 8.3 per cent from the May total of 3,501,963 tons but a decrease of 10.5 per cent from last year's June total of 4,234,517 tons. Gains from a year earlier were common to all previous months of the year except May, and shipments in the January-June period rose 4.3 per cent, to 10,807,412 tons from 10,364,932 in the first half of 1962. Ore shipped for export declined in June to 3,417,296 tons from 3,902,298 a year earlier and in the January-June period to 9,135,977 tons from 9,222,328 a year ago, while ore shipped to Canadian consumers increased in the month to 374,061 tons from 332,219 and in the half year to 1,671,435 tons from 1,142,604.

Iron-ore shipments were larger in June and the January-June period this year than last in Alberta and British Columbia and smaller in both periods from Ontario; totals were down in the month and up in the half year from Newfoundland and Quebec.

June shipments of iron ore were: Newfoundland, 1,129,354 tons (1,185,540 in June last year); Quebec, 1,566,549 (1,804,135); Ontario, 905,829 (1,079,476); and Alberta and British Columbia, 189,625 (165,366). January-June totals: Newfoundland, 2,694,402 tons (2,423,861 a year ago); Quebec, 4,624,339 (4,541,199); Ontario, 2,565,650 (2,751,910); and Alberta and British Columbia, 923,021 (647,962).

WELLAND CANAL TO BE ENLARGED

The following statement was made in the House of Commons on August 2 by Mr. George McIlraith, the Minister of Transport:

The Government has decided to proceed with the full twinning of the locks of the Welland Canal construction to commence this winter.

This project is considered essential to eliminate congestion which, traffic estimates indicate, would become acute by 1966 if the present single lock system were continued and to provide for traffic growth.

During the 1961 navigation season of 260 days, an average of four vessels were waiting on each of 162 days. This situation worsened in 1962 when, on each of 194 days, an average of seven vessels were waiting for transit. The same trend has continued to date in the 1963 season.

The locks to be twinned are Nos. 1, 2, 3, 7, and 8. With this expansion, it is estimated that the physical capacity of the canal will be increased by 60 per cent.

It is estimated that the twinning project will cost \$180 million. A bill will be introduced in this House to amend Section 13 of The St. Lawrence Seaway Authority Act, increasing the Authority's borrowing power to provide the means for securing the funds.

The substantial expenditures involved in the twinning project make it necessary to give serious consideration to the matter of removing the suspension of tolls which became effective July 18, 1962.

TIME AND LABOUR INVOLVED

The time schedule for completing the twinning construction and associated works involves a period of slightly less than five years. This time schedule is

ARGENTINE POTATO MISSION

Two Argentine agricultural experts arrived in Ottawa recently for a week-long tour of Canada's seed-potato industry in New Brunswick and Prince Edward Island. The visitors were Ciro Cavia, National Horticultural Advisor of the Instituto Nacional de Tecnologia Agropecuaria (an experimental-farm organization), and Arturo J. Rodriguez Jurado, Director-General of Vegetable Health Services of the Argentine Ministry of Agriculture. Their tour had been organized by the Department of Trade and Commerce.

During their stay in Canada, the Argentine officials had the opportunity to study at first hand the production, inspection, certification, grading and handling of Canadian seed potatoes.

ITINERARY

On August 12, they met in Ottawa with officials of the Departments of Trade and Commerce and of Agriculture, after which they departed for Fredericton, New Brunswick, and a two-day tour of the Saint John River Valley area. On August 15 and 16, the two moved on to Prince Edward Island, returning to Montreal before their departure on August 17.

designed to ensure maximum safety during construction, avoidance of excessive costs and minimum interruption of navigation and vehicular traffic.

It is estimated that the construction programme over four full years, including five winters, will require a labour force ranging from 4,000 to 6,000 men, with reasonably uniform year-round employment.

In preparation for this development, the Seaway Authority proceeded in 1960 with the engineering plans necessary and in 1962 expropriated 320 acres of land required for twinning.

The construction programme for twinning will be commenced this year on work essential to the whole project, which at the same time will increase the usefulness of existing facilities.

The major construction work of the new locks — 1, 2, 3, and 7 — is planned to commence in the fall of 1964, with scheduled completion in 1968.

At that time construction of the twin of Lock No. 8 at Port Colborne, not regarded as a part of the major programme, will be undertaken.

IMPLICATIONS FOR SEAWAY

With the twinning of the Welland Canal, consideration will have to be given to the over-all capacity of the Seaway system. In this connection, the Government intends to implement further the Seaway project by the construction of a lock at Cornwall, Ontario, as soon as studies indicate that it is warranted.

With a further lock in the area of Point Rockway in the United States as a counterpart of Iroquois Lock, the International Rapids Section of the St. Lawrence River would then be, in the International Rapids Section of the St. Lawrence River, one canal entirely in Canada and another in the United States.

During their five days in the Atlantic Provinces, they visited experimental farms and potato fields and met provincial government officials, potato growers and exporters.

Argentina has a substantial domestic potato industry for which it imports seed potatoes. In 1962, following a lengthy absence from the Argentine market, Canadian growers in New Brunswick and Prince Edward Island were successful in selling 568,000 hundredweight of seed potatoes to that country, as well as a substantial quantity of table potatoes. The Department of Trade and Commerce arranged the recent visit to consolidate this re-activated export market and develop increased future exports of seed potatoes.

HONOURED BY SWEDEN

Two Indian Canadians, Cephias Snake and Jasper Hill, were recently in Sweden attending the celebrations marking the 300th anniversary of the founding of a Swedish colony in what is now the State of New Jersey.

(Over)

Mr. Hill, a former member of the Moravian of the Thames Band, is a representative of "The Native Voice". Mr. Hill was enfranchised in 1920.

Mr. Snake had been invited as a guest of the Swedish Government. He was the official representative of the Delaware tribe from which the Moravian Band sprang. He conveyed greetings to the people of Sweden from the Moravian Council. Mr. Snake speaks the Delaware tongue and English fluently. He is a veteran of both World Wars. He also belongs to the Moravian of the Thames Band.

FORD TO MOSCOW

The Secretary of State for External Affairs announced on August 8 the appointment of Mr. Robert A.D. Ford as Ambassador to the Union of Soviet Socialist Republics. Mr. Ford, who is at present Ambassador to the United Arab Republic, succeeds Mr. Arnold C. Smith, who will be returning to duty in Ottawa as an Assistant Under-Secretary of State for External Affairs. Mr. Ford's successor will be announced in due course.

Robert Arthur Douglas Ford was born in Ottawa on January 8, 1915, and was educated at the University of Western Ontario and Cornell University. He joined the Department of External Affairs in 1940. He was named Third Secretary at Rio de Janeiro in 1941 and in 1946 was appointed Second Secretary to the Office of the Canadian High Commissioner in London. In 1951 he was appointed Chargé d'Affaires a.i. at Moscow and, on his return to Ottawa in 1954, he became head of the Department's European Division. He was appointed Ambassador to Colombia in 1957 and Ambassador to Yugoslavia in 1959. He has been serving as Ambassador in the United Arab Republic since 1961.

CONSUMER PRICE INDEX

Canada's consumer price index (1949=100) rose 0.5 per cent from 132.8 to 133.5 during June and July this year. The July index was 1.9 per cent above the July 1962 index of 131.0. In the current period, the increase resulted almost entirely from a 2.2 per cent rise in the food index. The housing, clothing, health and personal care, and recreation and reading indexes were all down, with the transportation, and tobacco-and-alcohol indexes up 0.3 per cent.

The food index rose 2.2 per cent from 129.7 to 132.5, reflecting substantial price increases for beef, pork, veal, chicken and most fresh vegetables. Higher prices were also reported for bakery products, eggs, lamb, turkey, canned fruits and juices, grapefruit, soft drinks, chocolate bars, jam and evaporated milk. Sugar prices declined moderately, the first decrease since prices started to rise in December 1962. Prices were also lower for powdered skim milk, oranges, bananas, strawberries and canned vegetables.

The housing index decreased 0.1 per cent from 136.0 to 135.9, as a decline in the household operation component offset a rise in the shelter component. In household operation, higher prices for appliances, furniture, floor covering, utensils and equipment, and household services were more than balanced by a

decline in the fuel index. This latter movement reflected a downward adjustment in domestic fuel-oil prices to take into account the value of oil heating service contracts now offered free when oil is purchased. In shelter, both the rent and the home-ownership indexes were at higher levels.

The clothing index declined 0.3 per cent from 116.0 to 115.7, as lower prices occurred for men's, women's and children's wear and piece goods. Footwear prices were fractionally higher.

The transportation index rose 0.3 per cent from 140.3 to 140.7, as new car prices showed strength in the late stages of the 1963 model year, and gasoline prices were higher.

The health-and-personal-care index declined 0.1 per cent from 162.7 to 162.6, as minor price decreases occurred in the personal care component.

The recreation-and-reading index decreased 0.3 per cent from 149.3 to 148.8, with the reading component unchanged and lower prices for bicycles, phonograph records, radios and portable television sets moving the recreation component.

The tobacco-and-alcohol index rose 0.3 per cent from 117.8 to 118.2, as a result of the new Manitoba taxes on cigarettes and tobacco.

ARCHAEOLOGY OF THE FRASER CANYON

Excavation work in the Fraser River Canyon of British Columbia is being continued this year as part of the programme of summer field work of the National Museum of Canada. The project, a joint one, is a continuation of co-operative work between the National Museum, the Vancouver Foundation, the Koerner Foundation and the University of British Columbia Committee on Research.

Archaeological excavations are being carried out this year at Esile'u, a pit-house village about 150 yards down-river from a site that has produced evidence of human occupations extending back some 9,000 years. It is expected that artifacts unearthed will reveal important information on the last phase of local cultural development in the area.

The digging operations, which started June 1, are expected to continue until August 31. The National Museum will receive a representative artifact collection from this site for study and safekeeping.

SIX NATIONS STUDY FOR MUSEUM

A study of socio-economic and power structures among the Six Nations Iroquois Indians will be completed by the National Museum of Canada as part of its regular programme of summer field work.

The work to be done this year by Dr. Fred Voget will complete the three-year study project. Dr. Voget is a member of the Anthropology Department of the University of Toronto, and is one of the primary authorities in the Iroquois field.

With the completion of field work, a report will be prepared and added to the growing source of information available at the National Museum on the Indians of Canada. It will provide an intensive examination of the major changes that have occurred within a period of a generation in the family, kinship, and political organization of the Iroquois.