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CANADA

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A YEAR OF EXPECTATION AND EXCITEMENT

On December 30, the following year's end message was issued by Prime Minister L.B. Pearson:

As another year closes and we look forward to the beginning of a new one, we in Canada have a special reason for anticipation and excitement. This New Year, 1967, is the centennial of our nationhood. It is a time for celebration and a time for reflection; for the renewal of our hopes and expectations.

Most of all, I hope for more progress towards peace in our world in 1967 and for a strengthening of understanding and co-operation in Canada. The world needs more unity in the diversity of its nations, just as Canada needs more unity in the diversity of its social, cultural and regional interests.

It is my hope that our centennial year celebrations will increase our legitimate pride in our country and help us all to see Canada whole — not in its parts, in its divisions, in its difficulties, but whole, as a great and fortunate country with an honourable past of high achievement, a present of exciting and worthy effort, and a future, if we have the will and the goodwill, which promises a destiny beyond the dreams of those who made our Confederation 100 years ago.

A YOUNG NATION STILL

As we enter our centennial year, we are still a young nation, very much in the formative stages. Our national condition is still flexible enough that we can make almost anything we wish of our nationhood. No other country is in a better position than Canada to go ahead with the evolution of a national purpose devoted to all that is good and noble and excellent in the human spirit....

We should all be proud of the achievements of our country in its first 100 years. The record gives us good reason for optimism about the progress we can make in our second century. As we can look back with pride, so we can look forward with hope and with confidence.

We are a greatly blessed land, though we often don't seem to realize it as we complain about our difficulties and seem to doubt our destiny.

DUALISM AND DIVERSITY

We come from many races and are the better for it. We are forging a national unity — a national identity — out of the dualism of our origin and the diversity of our development.

Indeed, one of the most exciting and creative things about Canada is our social and cultural diversity. This gives Canadians a far broader opportunity for personal and national growth and fulfilment than could ever be found in cultural and social uniformity.

So the great challenge to Canadianism as we begin our second 100 years is whether we can live together in confidence and cohesion; with more faith and pride in ourselves and less of self-doubt and hesitation; strong in the conviction that the destiny of Canada is to unite, not divide; sharing in co-operation, not in separation or in conflict; respecting our past and welcoming our future, but at the same time enjoying to the full the blessings of our present. And they are many.

As we celebrate our centennial, we also face challenges and problems — the new problems that a new age is bound to bring along with new oppor-

tunities. Why should this trouble us? Our forefathers faced and solved far greater problems. Are we less worthy than they were as Canadians?...

In meeting the new challenges of our second century, however, we must never forget that there are values and principles that are enduring and unchanging. These remain the only solid foundation for real personal or national strength. And a measure of Canada's greatness and of Canada's progress will be our adherence to and our respect for these enduring moral values and high principles....

CENTENNIAL FLAME LIT

On December 31, Mr. Pearson made the following remarks after lighting the centennial flame on Parliament Hill:

One hundred years ago our country was born. For this we honour men of vision and purpose and high endeavour. Lesser men would have failed or, more likely, would not have tried at all.

The task at times seemed impossible. So did that which followed: the consolidation and expansion of the new country until, strong and free, it spanned the continent from sea to sea and reached toward the Arctic.

Tonight, 100 years later on Parliament Hill in Canada's capital, with the lighting of this flame and with pride in our present and faith in our future, we open officially our centennial celebration.

And as this symbolic flame burns, so let pride in our country burn in the hearts of all Canadians - where the real meaning of Canada must ever be found....

Tonight we let the world know that this is Canada's year in history.

It is a time to measure, with grateful hearts, the achievements of our past. It is a time to face with confidence the test and the opportunity of the future.

ASSESSING THE NATIONAL CONDITION

It is a time to assess our national condition. It is a time to appreciate the honourable place we hold in the world community gained by sacrifice in war and service in peace.

Economically, we have become a rich society and a great industrial power. We have built new dimensions of progress and welfare into the Canadian way of life. The boundaries of freedom and opportunity have been expanded for every Canadian.

Out of our experience in nation-building, we are forging a new principle of democracy - the principle of political and economic unity in diversity.

History and geography; man and the map, have made Canada a particular kind of community where we can show the unity in diversity that all mankind must find if we are to survive the perils of a nuclear age.

Much has been done in Canada. Much remains to be done for Canada.

We have laid a strong foundation on which to build in our second century. If we have the will and the goodwill there is no limit to our progress.

It is my hope and my belief that, as we continue to work out Canada's destiny, our national spirit and our national purpose will shine - as this centennial

flame now shines before us here - humbly but strongly before all the world as an example of what men and women working together can do to build the good society.

Tonight we begin a new chapter in our country's story.

Let the record of that chapter be one of co-operation and not conflict; of dedication and not division; of service, not self; of what we can give, not what we can get.

Let us work together as Canadians to make our country worthy of its honoured past and certain of its proud future.

God Bless Canada.

HIGHER WHEAT PRICES SOUGHT

Trade Minister Winters, who has recently been given Parliamentary responsibility for the Canadian Wheat Board, said recently that every effort would be made to obtain "substantially higher" wheat prices.

Mr. Winters, speaking at the luncheon meeting of the annual conference of the Farmers' Union of Alberta, was meeting Western wheat producers for the first time since being given the responsibility for the Wheat Board.

Noting that present prices were approaching allowable maximums under the wheat agreement, Mr. Winters said that everything possible was being done to "achieve a new agreement with a substantially higher minimum and maximum price."

He described complications in negotiating a broader agreement that would include feed grains and new marketing areas, but expressed optimism that "an agreement can be achieved by next summer". Should a cereals agreement not be realized, he said, "every pressure" will still be exerted to obtain a new wheat agreement with "substantially higher price range".

EXPORT PROSPECTS GOOD

Mr. Winters said prospects for wheat exports over the next three years are "very bright indeed," and although predictions beyond the terms of present contracts are difficult he was optimistic of further sales being concluded.

The Minister urged greater exploitation of markets in Eastern Europe through "governmental trade arrangements and increased contact between Canadian businessmen and the trading agencies of these countries".

Significant changes being made in economic management policies in the Communist countries "should provide opportunities to expand trade", the Minister said.

Mr. Winters was optimistic that there would be new trade areas from successful "Kennedy round" talks, where "there is clear evidence of a solid determination to realize a substantial result".

The Minister pointed out that Canada is now selling wheat and flour to almost 100 countries and the problems of improving Canada's means of getting produce to these markets is under thorough study.

CANADA'S HOPES FOR THE NEW YEAR

The following is a year-end message from Mr. Paul Martin, the Secretary of State for External Affairs:

My chief hope as we enter the New Year is that we shall see peace achieved in Vietnam before many months are over. In the past year, many initiatives have been taken to bring to an end a war beneficial to no nation and tragic for the Vietnamese people.

Canada has used its own channels of contact with those immediately involved in the conflict in an effort to find out how negotiations might start. We have also held consultations on the problem of the Vietnam conflict with other nations which have a special interest in Vietnam either because of membership in the International Control Commission or responsibility for arrangements made in Geneva in 1954. We have done whatever we could within the Commission to make the basic facts of the Vietnam situation known to the world. We have been actively engaged in exploring ways in which we and others might contribute to any possible limitation of the fighting. We have also done what we could to encourage first steps being taken towards an eventual negotiation.

I regret that the efforts which we, and so many other nations have been making, have not yet borne fruit. I believe, however, that this is no reason for abandoning our endeavours in search of the kind of solution we all know must ultimately come about. For its part, Canada stands pledged to an unremitting effort to help bring about peace.

I believe that some improvements in relations between Western nations of Eastern Europe will have an important effect on the international atmosphere in the coming year. In my visits to Poland and the Soviet Union in November, I found a close interest on the part of the two governments concerned in developing closer relations with Canada and in limiting dangerous tensions in the world.

CHALLENGES IN THE UN

Those who are concerned to achieve peace and stability in Southeast Asia cannot lose sight of the need to bring Mainland China out of its increasing isolation. This requires a solution to the problem of Chinese representation in the United Nations. Canada made its own views clear last month at the United Nations General Assembly when we called for a new and more flexible approach which would allow representatives of the governments in both Taipei and Mainland China to participate in the work of the United Nations.

During the past few months at the session of the United Nations General Assembly which has just concluded, problems arising in the southern part of Africa have claimed a good deal of attention. The racial tensions generated there present a difficult challenge to the United Nations.

Canada has joined with the great majority of member nations in asserting United Nations' responsibilities for South West Africa. We have strongly supported the role of the Commonwealth in the Rhodesian situation and have acted vigorously in

accordance with United Nations resolutions on the subject. On both issues, Canada will continue to contribute to responsible and broadly supported measures intended to achieve justice and alleviate tension.

We hope very strongly that there will be progress early in the year towards a universal non-proliferation treaty. We have stressed to the major powers involved the importance we attach to achieving agreement on such a treaty.

I am hopeful, after discussions with both United States and Soviet Union leaders, that realization of the common interest in preventing the spread of nuclear weapons will lead to early agreement. It would be an important achievement for world peace if agreement could be reached in this field and with respect to another current matter of great importance, that is, a comprehensive test ban. It is essential in both areas to resume the movement toward agreement on specific matters of arms-control which began in 1963.

PEACE KEEPING

In 1967, Canada will assume a seat on the United Nations Security Council. I trust that we shall make a contribution to world security in that capacity in keeping with our contribution over the years to peace-keeping efforts of the United Nations in many parts of the world. We have made a particular effort at the 1966 session of the General Assembly to ensure that some progress was made in improving financing procedures for peace-keeping operations. We hope that, both with respect to financing and with respect to the technical ability to meet peace-keeping responsibilities, the United Nations will be strengthened in the months ahead.

Finally, I need hardly remind many of you to whom this annual message is directed, that economic development and the relief of the most pressing problems of food shortages and health are just as important as international political problems. Canada has made a number of important changes in its economic-assistance programmes to bring the total allocations to about \$300 million and to make the terms and nature of our aid as helpful as possible to the developing nations. It will continue this process of expansion and improvement in the coming year.

To all who hear this message, I bring the greetings and goodwill of Canadians, and our assurances of positive action in an interdependent world to assure peace and well-being for all members of the world community.

* * * *

EXPO ON SCHEDULE

During the past 12 months, Expo '67 has become a reality; what was a year ago largely frozen mud is now unmistakably the site of a world exhibition in Montreal.

One year ago, Expo consisted of white lines on blueprints in Tokyo, Washington, Havana and Stockholm. Today, with 90 per cent of the building finished, the mid-river site is already charged with

the excitement that will be presented to the world when the gates open on April 28.

Construction reached a turning point in September when the exteriors of three national pavilions, those of the Netherlands, Scandinavia and Tunisia, were completed during the same week. Throughout the autumn, "topping off" ceremonies became more than a weekly occurrence and the flags of many nations began to appear on towers of steel, concrete, plastic and aluminum.

Expo's own construction and that of the private exhibitors has kept pace with the progress of all participating nations.

The complete exhibition is on schedule. Of 134 projects which are the responsibility of the Expo Corporation, 78 are completed and 38 more will be finished by the end of February, leaving only 18 for completion after February. These, however, are, in the main, such items as street furniture and fountains which cannot be finished until the last minute.

Work on most of the national and private pavilions is at least 80 percent complete. The few pavilions that have less work to be done before completion are of a smaller and uncomplicated nature and none is in danger of being late.

Expo Express is gliding round the site on trial runs and the elevated "mini-rail" snakes in and out of pavilions, under bridges and over ponds and lagoons. The La Ronde amusement area has taken on an air of gaiety with construction completed on such features as the French-Canadian Village, Pioneerland-Fort Edmonton, the English Pub, the Garden of Stars and the Children's World.

EXHIBITORS ALSO BUSY

During 1966, many people - and even animals - in many countries were also preparing for Expo '67. Dolphins were trained in Florida, kangaroos in Australia and 200 other creatures for the Children's Zoo.

Chefs in 35 countries drew up menus for Expo restaurants; curators in the world's leading museums packed 200 works of art to be shipped to Expo; and hundreds of cameramen travelled the globe shooting film to illustrate Expo's theme "Man and His World".

The world's leading companies in the performing arts have accepted invitations to appear in Expo's World Festival which critics are already saying will be the greatest collection of talent ever assembled.

DUTCH SCHOLARSHIPS FOR CANADIANS

The Netherlands Government has announced its annual five scholarships available to Canadian nationals to study in the Netherlands for the academic year 1967-1968.

Netherlands Government scholarships have been awarded to Canadians each year since 1951. The value of each, at present, is 4,000 guilders (about \$1,200), plus free tuition for any course included in the regular programme of a university or institute at university level. Tuition fees are, however, payable

for special courses such as the European course in sanitary engineering, the International Training Centre for aerial survey and the international course in hydraulic engineering.

Successful candidates must pay their own passage to and from the Netherlands, but to those from western Canada an allowance will be made to compensate for extra travel expenses.

According to the latest figures available (1965), a total of 22 Canadians were studying in the Netherlands, of which seven took theology, four medicine and veterinary sciences, six mathematics and physics. The remainder took arts, philosophy, psychology and economics.

The five Canadians who won the scholarship award for the 1966 current academic year are studying history at Nijmegen, theology at Leiden, sculpture at Amsterdam, art at Amsterdam, and theology at Amsterdam.

AIR CANADA REVIEW

The President of Air Canada, Mr. G.R. McGregor, said recently in an annual review of operations, that he expected to record another profit in 1966 (the thirteenth in the past 16 years), despite a two-week strike that closed down the airline in November for the first time in its 29-year history.

The surplus position is, in large measure, due to the diversion of traffic to Air Canada as a result of the airline strike in the United States and another work stoppage experienced by the Canadian railways.

Mr. McGregor indicated that Air Canada's economic future appeared bright, providing that the buoyancy of the Canadian economy continued, and he forecast another profitable year in 1966.

ALL ROUND INCREASES

The company carried 5,327,187 passengers on scheduled and charter flights during 1966, an increase of 12 per cent over 1965, while air-freight traffic increased 35 per cent to 75,579,000 ton-miles. Air express rose 16 per cent to 6,436,000 and air mail 8 per cent to 18,756,000 ton-miles.

Available seat-miles on scheduled flights increased by 16 per cent during 1966 to 6,607,158,000, while system ton-miles made available were 1,014,182,000, up 17 per cent, largely because of the introduction of additional jet aircraft and increased fleet utilization. The passenger-load factor rose 1 per cent to 66 per cent.

With substantial increases in all areas of operation, Air Canada's revenues totalled approximately \$290,000,000, up 16 per cent from 1965.

NEW ROUTES

Following successful completion of bilateral negotiations between the Canadian and United States Governments early in the year, Air Canada was designated to serve three new trans-border routes: Montreal-Toronto-Los Angeles, Montreal-Chicago and Montreal-Toronto-Tampa-Miami. Service on the latter route was inaugurated on August 1, while dates for introduction

of services on the other two routes have not yet been established.

Air Canada began operating from Montreal to Moscow and Copenhagen on a weekly return basis on November 1, to become the first North American carrier to operate into the Soviet Union and the first Canadian airline to serve the Scandinavian countries. On November 4, Aeroflot, the Soviet carrier, began a non-stop service between Moscow and Montreal.

Frankfurt replaced Dusseldorf as Air Canada's German terminus in April, while new non-stop flights between the western Canadian cities of Vancouver, Calgary and Edmonton and London, England, were inaugurated in the spring.

NEW AIRCRAFT

The airline took delivery of six 72-passenger Douglas DC-9 twin jets and two DC-8 jetliners early in 1966. It has ordered 12 larger 94-passenger versions of the popular DC-9 for delivery in 1967 and six larger DC-8-61s for delivery in 1967 and early 1968.

The 72-passenger DC-9s were introduced on the trans-continental routes and to New York City in April and to Miami and other Canadian routes in August.

On December 5, Air Canada announced that it was reserving delivery positions on the production lines for four 1,450-mile-an-hour supersonic Anglo-French *Concordes*, scheduled for commercial service in 1973-74, and for six United States-made 1,800-mile-an-hour supersonic transports, to be introduced in 1977.

Air Canada currently operates 18 DC-8s, six DC-9s, 23 Vickers *Vanguards* and 39 Vickers *Viscounts* over 62,000 miles of air routes.

During the peak summer months of 1966, it operated 28 return DC-8 flights a week between Canada and Britain and another nine a week between Canada and continental Europe, compared to 23 and seven respectively in 1965. This substantial increase, including the direct western Canada-Britain flights, evoked a powerful public response, as did the increase in transcontinental services to eight DC-8 jet flights daily, a DC-9 flight daily and a number of multiple-stop *Vanguard* flights.

Air Canada's *Viscount* fleet was converted to 48-seat all-economy configuration in May and on September 8 recorded 1 million flying hours in Air Canada service.

On November 1, Air Canada introduced all-freight jet service across the Atlantic three days a week, serving London, Prestwick, Paris, Frankfurt and Zurich in varying combinations. These flights complemented the five-day-a-week transcontinental freight service with a second DC-8 in all-cargo configuration.

To accommodate the rapidly-expanding air-freight traffic, the airline completed two new air-freight terminals, one at Moncton, New Brunswick, and another at St. John's, Newfoundland. The latter is the largest of its kind east of Montreal.

In December, Air Canada announced that it would introduce new, low all-inclusive tour fares on North Atlantic routes on January 1, providing the lowest fares ever for groups of 15 or more people travelling together to and from its overseas destinations. The new fares, based on a constant rate-per-

mile formula, are subject to approval by the governments concerned.

* * * *

COINS FROM SILVER TO NICKEL

The Minister of Finance, Mr. Mitchell Sharp has announced that, during 1968, the Royal Canadian Mint will change from silver to pure nickel the three main silver coins now in use in Canada.

The change will affect the ten-cent, 25-cent and 50-cent coins. The present plan is to continue the production of silver dollars, and no change is contemplated in the composition or size of the one-cent and five-cent coins.

The Minister noted that Canada is one of the few countries that continues to have silver coinage. As a result of the diminishing supply and the increased cost of silver since the end of the Second World War, most countries, including Britain and the United States, which formerly used silver, have had to replace their silver coins with coins made of cupronickel, aluminum and other less expensive metals.

"The fact is that with the industrial demand of the world outstripping world production, silver is becoming too scarce and valuable to be used as coinage", the Minister said.

APT CHOICE FOR CANADA

"After a thorough examination of possible alternatives, the Government has decided that pure nickel is, by long odds, the most suitable metal to replace silver in the coinage. Nickel has all the classical qualities of a good coinage material, including good appearance and durability, and its suitability has been demonstrated by its use in our five-cent coins since 1922. Having regard to the fact that this country is the chief source of nickel in the world, its wider use in our coinage is also most appropriate."

The change will require amendments in the Currency Mint and Exchange Fund Act, which will be submitted to the Parliament in 1967.

The arrangements announced some time ago for the issuance of special silver coins and coin sets in 1967 to commemorate the centennial of Confederation, including the normal silver coinage for 1967, will not be affected by the change-over to nickel some time in 1968.

The Minister said that the reason for leaving open the target date for the change-over relates to the special requirements of the automatic vending-machine industry. Vending and change-making machines have become an important element in the sale of certain consumer goods and services. Since the new coinage will circulate side by side with the existing silver coinage for some years, it is desirable that the new nickel coins should be capable of operating interchangeably with silver coins of the same face value in automatic vending machines. The introduction of a nickel coinage means that most of the coin selectors now used in these machines will probably have to be replaced by selectors that are able to take both kinds of coin. The date of the

change-over will be set taking into account the time needed to develop, produce and install new selectors.

SOUTH AFRICAN STUDENT AID

The Secretary of State for External Affairs, Mr. Paul Martin, announced on December 23 that the Canadian Government would contribute, subject to Parliamentary approval, \$25,000 to the United Nations programme for the education and training abroad of South Africans.

The programme is designed primarily to provide educational opportunities abroad for the inhabitants of South Africa. Under this programme, which was established according to a resolution adopted by the Security Council in June 1964, grants are being provided for studies in law, teaching, medicine, nursing, hospital administration, accountancy, book-keeping and physical and social sciences.

RCN ORDERS NEW SHIPS

Mr. C.M. Drury, Minister of Industry, recently announced the award of a \$47.5-million contract to a Saint John, New Brunswick, shipbuilding firm for the construction of two operational support ships for the Royal Canadian Navy.

Building will begin next spring and both ships, the *Protecteur* and the *Preserver*, are scheduled for completion in the latter part of 1969. The ships will provide operational support to the Navy's anti-submarine vessels on operational patrol at sea. Each will have the ability to transport and transfer at sea, fuel and lubricating oil in excess of 12,000 tons. They will have an additional capacity to replenish some 1,250 tons of ammunition, stores and provisions.

Both will carry spare anti-submarine helicopters for the fleet and will be capable of providing "in depth maintenance" to the Navy's helicopter destroyers. The vessels will also have a limited sea-lift capability for army vehicles, helicopters, stores and accompanying maintenance personnel. The addition of these two vessels will enable RCN ships to remain at sea for a considerably longer period than is now possible.

SPECIFICATIONS

Of identical construction, the ships are 564 feet in length, 76 feet wide and have a loaded displacement of 22,000 tons. They will be powered to maintain a cruising speed of 20 knots while fully loaded.

In commenting upon the contract award, Mr. Drury said that the order is the largest ever placed with a Canadian shipyard. "The fact that both the *Protecteur* and the *Preserver* will be constructed in the same yard represents a much more efficient arrangement than would have been possible if separate contracts had been awarded. As a result of competitive tenders, I am confident that important savings in time as well as cost will be realized."