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THE ST. LAWRENCE SEAWAY

At the end of 1958, just four years and six months after The St. Lawrence Seaway Authority was established, construction of works under its jurisdiction has progressed to a stage which assures that all channels, locks and ancillary structures will be available to shipping at the opening of navigation next spring, although subject, in part, to a restricted depth of twenty-four and one-half feet until June 1, when the specified minimum depth of twenty-seven feet will be available throughout.

A statement to this effect was made on January 20 in the House of Commons by Mr. George Hees, Minister of Transport. He said that before vessels may safely transit the new Seaway facilities, aids to navigation have to be placed and this is a responsibility of the Department of Transport. Every effort will be made to have this work completed as closely as possible to the time when navigation normally would commence. This is dependent of course on weather and ice conditions. The objective for the completion of this work is not later than April 20. However, in accordance with established canal operation practice, a more precise statement as to the opening date can be expected toward the end of March.

The Authority has summarized progress on the principal features of construction as follows:

CHANNEL DREDGING

An overall insufficiency of equipment suitable to dredging of the various classes and conditions of materials encountered, aggravated by the early advent of winter which so seriously interfered with the clearing of ocean vessels from the Lachine Canal and the Montreal Harbour, has retarded the completion of production and clean-up dredging and the proving of all navigation channels to the specified 27' depth and, in a few places, to full width.

Production dredging remains to be performed in the following locations:-

- 1) Turning Basin at Montreal Harbour - This work is not expected to be completed until the end of the 1959 season but, until then, ships may turn at the Longue Point Anchorage.
- 2) South Cornwall Channel - Completion is now scheduled for October 31, 1959. However, a safe channel of 450' minimum width and 27' depth will be available at the opening of navigation.
- 3) North Cornwall Channel - As the use of this channel is not required in 1959, dredging equipment was transferred to more critical locations. This work is scheduled for completion by late summer 1960.

4) Thousand Islands Section - Completion is now scheduled for July 1, 1959. Except for a half-mile stretch in the Brockville Narrows which will have a limiting width of 280' and, as such, has been in use during past years by large upper lake vessels, a safe channel of 450' minimum width and 27' depth will be available at the opening of navigation.

Clean-up dredging, to remove scattered high spots, remains to be completed over fairly extensive areas. However, based upon a conservative determination of the lowest water levels likely to occur during the spring and early summer, 27' depth will be available in all channels after June 1 and, prior to that date, in all channels except the following where the indicated depths will govern:

- 1) Lake St. Louis -
24½ feet minimum depth extending over some 6,000 lineal feet of channel at the lower end of the lake.
- 2) Lake St. Francis -
24½ feet minimum depth extending over approximately 1,000 lineal feet of channel located opposite Summerstown, some 10 miles below Cornwall.
- 3) Upper Approach to Iroquois Lock -
24½ feet minimum depth.
- 4) Welland Ship Canal -
Until about June 1, 1959, navigation will be restricted to half channel widths in two short reaches located in Port Colborne Harbour and upstream from the Guard Gate. The available depth will, however, be 27'. This condition will be similar to that under which upper lake vessels transited the canal in 1958 but the 1959 restrictions to shipping will be much less extensive. All uncompleted production and clean-up dredging will be carried out in a manner that will cause little interference with shipping and will be scheduled so as to remove progressively the highest obstructions until full project depth has been made available. It is planned that shipping interests be kept posted as improvements develop.

CHANNEL EXCAVATION

All navigation channels required for 1959 operations which were scheduled to be excavated in the dry, or by use of land based equipment, have been completed.

LOCK STRUCTURES AND EQUIPMENT

Except for the paving of some service roads, the trimming of disposal areas, the dressing of concrete surfaces, the clearing of sites and landscaping, the construction of all lock structures has been completed. None of the items referred to will interfere with the efficient operation of the locks.

Except for minor alterations and adjustments, all lock equipment and its operating mechanisms, including sector gates, mitre

gates, taintor valves, wire rope fenders, stop logs and their derricks, regulating gates, bulkheads, unwatering and sump pumps, electrical control equipment and the like, have been installed, operated and successfully tested.

BRIDGES

The modification and reconstruction of the Jacques Cartier and Honoré Mercier bridges to provide fixed, high level crossings of the Seaway, have been virtually completed and are in service. But a relatively small percentage of painting remains to be done on the Mercier Bridge.

The rolling lift bridges providing service roadways across the Iroquois and Côte Ste. Catherine Locks have been completed, tested and accepted.

The combined railway and highway vertical lift bridges crossing the upper and lower ends of the St. Lambert Lock have been erected, tested and, except for some painting and minor adjustments, have been accepted.

The twin, single-track, vertical lift railway bridges at the Canadian Pacific Railway crossings of the canal at Caughnawaga have been completely erected and successfully operated under auxiliary mechanical and electrical power. No difficulty is expected under final tests which will be carried out in late January 1959.

The swing span at the New York Central Railroad crossing of the Upper Beauharnois Lock has been completely erected and tested. Subject to minor adjustments and the verification of interlocking railway signal equipment, the bridge is acceptable.

The combined railway and highway vertical lift bridge crossings of the Beauharnois Canal near St. Louis de Gonzague and Valleyfield are now scheduled for completion by mid-March, but two weeks later than the specified contract date.

The high level bridge crossing the Cornwall South Channel, for which the substructure was constructed by the Seaway Authority and the superstructure by the Saint Lawrence Seaway Development Corporation, was officially opened to public use, as scheduled, on December 1, 1958.

The projected high level bridge crossing of the Cornwall North Channel is presently in the design stage. It is expected that tenders for the substructure will be advertised by the end of February 1959 with those for the superstructure to follow soon after. It is not expected that the bridge will be completed ready for use until late 1960.

PUBLIC UTILITIES, ETC

The modification, re-location and construction of public utilities, including water intakes, sewers, drains, pumping stations, telephone lines, power lines, roadways, railway trackage and the like, have been substantially

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IMMIGRANTS' CONTRIBUTION

In a recent speech to the Montreal Chapter of the American Marketing Association and the Sales Executives Club of Montreal, Mrs. Fairclough, the Minister of Citizenship and Immigration, discussed the contribution which immigrants have made to the Canadian economy in recent years.

Mrs. Fairclough said in part:

"In the last nine years immigrants have established in this country a total of 2,358 small business enterprises by purchase, at a cost of \$27,602,500, and 84 by rental. These enterprises have resulted directly in the establishment of 2,701 immigrant operators who, with their dependents, numbered 8,350. They have also provided for the employment of 8,947 Canadians and newcomers.

"A striking feature is the fact that more than half of these enterprises were established in 1958. In the past year alone immigrants established 1,324 small businesses of various kinds, 1,303 by purchase and 21 by rental.

"Why was 1958 such a banner year for the establishment of immigrant enterprises? The reason is partly financial. Many of these operators lacked both capital and Canadian business experience and had to work for some years to acquire sufficient funds and knowledge before striking out on their own. Quite likely also, it was the optimistic reports of earlier immigrants which induced other small businessmen to establish firms in Canada.

"And what are these enterprises and where are they? They were established in eight of the ten provinces. The majority, 805, were established in Ontario. British Columbia was second with 222 and Quebec third with 153. Nova Scotia received seven, New Brunswick two, Manitoba 40, Saskatchewan 22, and Alberta, 73.

"These concerns were of various types. As an example of their diversity, in Ontario and Quebec there were established, last year, 27 firms dealing in meat products, 40 in bakery products, 43 groceries and delicatessens, 154 construction firms, 18 plants manufacturing wood products and 22 dealing in metal products; 81 firms were engaged in automobile repairs, sales and service, 32 in the manufacture of leather goods, knitted goods and paper products and 13 in publishing, printing and lithography.

"Twenty-four firms came under the heading of truck gardening and florist shops and 84 were retail outlets for departmental store items. These were in addition to 19 commercial concerns dealing in dairy and feed mill products, fishing, etc., 22 tailoring establishments and 63 barber shops and beauty salons. There were established, as well, 127 service establishments, 24 radio-television sales and service outlets, and six tourist accommodation centres.

"Nor was the field of finance overlooked, since 31 insurance, real estate, import-export and wholesale firms were established in 1958.

"These figures lend support to the findings of the Royal Commission on Canada's Economic Prospects. It was the opinion of the Gordon Commission 'that immigrants have made a decided contribution to the scale of economic development in Canada'. The report added: 'This is true in aggregate terms because of the addition that immigrants have made to the available labour supply. It is equally true in qualitative terms when one considers not only the relative mobility of immigrants and their willingness to accept the types of work that are less attractive, but also when one thinks of the various skills and cultural accomplishments with which many immigrants are helping to enrich our Canadian life. It is our firm belief that it is in Canada's interest to continue to encourage people from other countries to emigrate here in order both to assist and participate in the development of our country and also to contribute further variety to our social organizations and institutions'.

"I was interested to note in the latest annual report to the Netherlands-Canada Chamber of Commerce that some 40 Dutch firms have set up branches or subsidiary companies in Canada. Fifteen of the 32 concerns listed in the publication are in the importing and distributing field, four in banking and investment, three in insurance, two in general trade and one in the nursery business. Seven others manufacture, assemble or package a wide variety of products - metal goods, alcoholic beverages, clothing, gelatine products, pharmaceuticals, radio and electronic equipment, essences and pipes.

"In addition, two large Dutch mining companies have acquired property and are doing exploratory work. Another group of bankers and businessmen is developing a typical Dutch "polder" in British Columbia and has formed a Canadian engineering firm which is bidding on a number of projects in Canada. Dutch manufacturing, trading and transportation companies and shipping lines have active selling connections in this country and are enlarging their interests every year.

"What the Dutch have accomplished has been duplicated by the nationals of other countries, particularly since the end of the Second World War. The Italians, for example, are prominent in the construction industry, in wholesale fruit and grocery businesses; the Germans in a variety of occupations, including real estate, retail furniture, nursery and landscaping, dressmaking and the restaurant business; the Jews in the clothing industry and the Greeks and Chinese in the restaurant trade.

(Over)

"In addition to the establishment of small businesses, many immigrants have engaged successfully in agriculture. Between 1950 and the end of 1958, they purchased 3,879 farms and rented 849 others. These provided for the establishment of 5,141 owners and tenants who, with their dependents, numbered 23,235. The overall price of these properties was \$43,647,500, against which immigrants made down payments totalling \$14,226,900.

"In 1958 alone they purchased farms in every province with the exception of Newfoundland. These totalled 786, in addition to 83 which were rented. These ventures accounted for the establishment of 865 immigrants, involved 4,132 operators and dependents, and gave employment to 1,263 persons. The over-all purchase price amounted to \$10,063,800 against which down payments of \$3,266,500 were made.

"The majority of immigrants buying or renting farms in 1958 engaged in mixed farming - 471 mixed farms out of a total of 869. Dairy farms were next with 166, followed by tobacco farms with 38, and fruit farms with 36. Others engaged in beef cattle farming, bee keeping, canning crops, fur farming, market gardening, nursery and greenhouse production, poultry farming, sheep farming, ranching, sugar beet growing and wheat farming.

"But immigrants are consumers as well as producers and here their contribution has been enormous. In the nearly two million immigrants who have come since the Second World War, Canada has found a large home market. Many merchants in communities most affected by the influx of immigrants were quick to recognize the purchasing power of this new pool of customers, and have introduced many lines of merchandise designed to attract their trade.

"It is to be remembered that the immigrant market is one which is constantly expanding. A high proportion of the yearly intake is composed of young people. Not only is there a demand for supplies to equip parental homes but also, as the years go on, to provide for the homes of their children. Of the 124,700 immigrants who arrived in Canada in 1958, more than 58,000 were between the ages of 15 and 29 - almost half of the total for the year. Surveys of immigration figures of other years also emphasize the youthful character of newcomers.

"At the beginning of 1951, post-war immigration into Canada had reached 430,389. In that year the census revealed rather striking features in the purchasing habits of newcomers. It was found, for instance, that in that short period immigrants had established 62,160 households and had purchased 43,215 electric or gas ranges, 26,360 mechanical refrigerators, 32,105 powered washing machines, 18,065 electric vacuum cleaners, 51,900 radios, 20,255 passenger automobiles and had 30,085 telephones.

"Impressive as they are, these figures do not take into account food, wearing apparel

and a wide range of consumer goods which form the basic necessities of life.

"Using the 1951 census figures as a base, it is possible to make a fairly accurate estimate of consumer expenditures by immigrants in recent years. Between 1951 and the end of 1958, immigrants numbered approximately 1,365,000 - roughly four times the number who arrived in the immediate post-war period. Using the census yardstick, immigrants during that period would have established more than 248,000 households and purchased nearly 173,000 electric or gas ranges, more than 105,000 mechanical refrigerators, more than 128,000 powered washing machines, more than 72,000 electric vacuum cleaners, more than 297,000 radios, 81,000 passenger automobiles. They also spoke in a multiplicity of tongues through 120,000 telephones in their homes.

"In addition to the part played by immigrants as producers and as consumers, there is yet another field in which Canada has benefited by immigration. Between 1946 and the end of 1958, immigrants brought into this country approximately \$800 million in cash and securities as well as some \$300 million in settlers' effects. In 1957 alone, the last year for which figures are available, newcomers brought to Canada \$101 million in visible assets and \$41,800,000 in settlers' effects.

"And, as ordinary mortals, immigrants in 1957 paid an amount estimated at \$190 millions in direct taxation, and saved some \$146 millions.

"But immigrants are much more than an important economic factor. It is too often forgotten that they are our fellow workers, our employers and employees, that they attend our churches and schools and patronize our business establishments, that their children are the playmates and companions of our children, that, like ourselves, they have hopes and ambitions.

"As descendants of immigrants, we know that the story of immigration is indeed the story of our country. The map of Canada is dotted with placenames which spell the names of pioneers or of the communities from which they emigrated. The first Prime Minister of Canada, Sir John A. Macdonald was an immigrant, as were also Robert Service and Stephen Leacock. The rich Turner Valley was named after a couple of Scottish immigrants, Robert and James Turner, who settled in the West in 1866. The pioneers of bygone days who settled the plains of the West, who made fruitful the Niagara peninsula, the Annapolis and Okanagan valleys, who tapped the minerals of the Laurentian shield, have been followed by other immigrants who made Kitimat possible, who helped to build the St. Lawrence Seaway, opened the riches of Elliott Lake and Knob Lake, who have established industries and tilled the farmlands from one end of the country to the other. They are the worthy successors of the pioneers of former years.

NEW SOVIET AMBASSADOR

The Department of External Affairs has announced that His Excellency Amazasp Avakimovic Aroutunian presented to His Excellency the Governor General his Letters of Credence as Ambassador Extraordinary and Plenipotentiary of the Union of Soviet Socialist Republics to Canada. The ceremony took place at Government House on January 19.

Dr. Aroutunian who was born in 1902 is a Doctor of Economics and bears the title of Professor of Political Economy. He joined the Soviet foreign service in 1943 and served as Head of the Economic Department of the Union of Soviet Socialist Republics Foreign Ministry, and as a Member of the Ministry Collegium. From 1955 until his appointment to Ottawa, Dr. Aroutunian was in charge of the First European Department of the Foreign Ministry. He has participated in several conferences and has headed the Soviet delegation at the general conferences of the International Labour Organization in addition to being a member of the governing body of that organization.

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ROYAL VISIT

An outline of the itinerary for the six-week visit to Canada of Her Majesty the Queen, has been announced by the Prime Minister, Mr. John G. Diefenbaker. Her Majesty, accompanied by His Royal Highness, the Prince Philip, will arrive at St. John's, Newfoundland, (Torbay Airport) in the late afternoon of Thursday, June 18, 1959. The Canada-wide tour will emphasize visits to outlying districts across the country and will provide an opportunity for Her Majesty, as Queen of Canada, to meet the people in those areas and see something of the industry and the way of living of the average Canadian. However, even though Her Majesty will be in the country for some six weeks, the tremendous area will make it impossible for the Queen to visit as many places as Her Majesty would like. It is to be hoped that there will be visits in the future when, with the aid of air travel, Her Majesty will be able to see other portions of the country which cannot be included in this tour.

During the longest tour of Canada any reigning monarch has made, the Queen will visit places in this country never before seen by a King or Queen of Canada. In addition, the Royal Party will pay a visit to Chicago in the Royal Yacht "Britannia", on Monday, July 6. Although the detailed programme will not be available for some time, it is planned so that the Royal Party will have an interesting and varied view of a good cross section of Canada, such as bustling Cornerbrook in rugged Newfoundland country; the rich iron ore deposits which can be scooped from the ground in Northern Quebec and Labrador; the unusual beauty of Gaspé; the St. Lawrence Seaway to

the head of the Great Lakes; Muskoka, playground of Ontario; theatre, with the famous Stratford players; the wide sweep of the prairies with their fields of grain; the Canadian Rockies; the varied industry and beauty of British Columbia, Canada's Pacific Ocean Province 5000 miles from the Queen's Atlantic landing in Newfoundland; the North-west where uranium and gold are found; the oilfields in Alberta; the streams, the forests and the shores of the Maritime Provinces in the East where the visit will end, as it began. All in all, during the tour the Queen and Prince Philip will have travelled some 15,000 miles by car, train, ship and plane and will have seen the country and the people as few Canadians have ever done.

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RECORD UNIVERSITY ATTENDANCE

A record 94,400 full-time university-grade students were in attendance at Canadian universities and colleges at December 1, 1958, some 9.1 per cent above the 1957-58 total of 86,500, according to advance figures released by the Dominion Bureau of Statistics. Prior to the 1957-58 session, the peak was 83,150 students reached in the 1947-48 academic year.

New peaks in enrolment were established in the current academic year in the four Atlantic Provinces, Quebec, Alberta and British Columbia, while enrolment in Ontario and Saskatchewan was approaching the record set in the 1947-48 session. Enrolment in Manitoba was well under the peak reached in the 1946-47 academic year.

By region, enrolment in the current academic year increased 12.2 per cent over the preceding year in the four Western Provinces, 8.8 per cent in Quebec, 7.6 per cent in Ontario and 6.5 per cent in the four Atlantic Provinces. By faculty, increases of more than 10 per cent compared with a year earlier were reported in optometry, education, physical and health education, arts and science, social work, journalism, and pharmacy. Enrolment in engineering was only 2 per cent greater.

By university, the largest enrolments (including students at affiliated colleges) were: University of Toronto, 12,289; Université de Montréal, 11,254; University of British Columbia, 10,326; Université Laval, 8,360; McGill University, 6,796; University of Manitoba, 5,202; and the University of Alberta, 5,183.

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NEW UNIVERSITY PRESIDENT

The appointment has been announced of Dr. Walter H. Johns as President of the University of Alberta. Dr. Johns has been Vice-President of the University since 1957. He succeeds Dr. Andrew Stewart, now chairman of the Federal Board of Broadcast Governors.

THE ST. LAWRENCE SEAWAY
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completed although connecting roadways to the Victoria Bridge at St. Lambert require partial grading and paving.

BUILDINGS

The headquarters building at Cornwall has been completed.

Operations buildings at the five locks are virtually completed

Final plans have not as yet been developed for the construction of maintenance and repair shops or stores warehouses. In the meantime, temporary facilities are available.

CONSTRUCTION BY OTHER AGENCIES

A significant proportion of the facilities for 27' navigation is being provided by other agencies. The status of these works as indicated informally by the agencies concerned is as follows:

Navigation facilities being provided by the Saint Lawrence Seaway Development Corporation have been in use since July 1, 1958 by 14' depth navigation. The Corporation states that these facilities are fully completed for 27' navigation except in the Cornwall Island South Channel where the navigation channel will be

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RCAF TO MAN DEW LINE

Canada and the United States have issued a joint statement that the RCAF will take over the manning of the majority of the operational positions of the DEW Line Stations in Canada, commencing on February 1, 1959. It will be recalled that the United States Government was authorized by the Canadian Government to establish the DEW Line in Canada and to man and operate this line for a certain period, on the understanding that Canada would be free to review this decision if conditions should change in the meantime. With the establishment of NORAD, the situation has changed and the RCAF can now assume the responsibility for manning the majority of the operational positions at the DEW Line Stations in Canada.

The target date for the handover of the operational positions is to be February 1, 1959. The majority of the USAF officers will be replaced progressively as RCAF officers are trained in the functions of the DEW Line. A minimum of one USAF officer will remain at each of the main stations to maintain liaison between the USAF and the American civilian contractor who provides logistic support to DEW Line Stations. With few exceptions the civilian positions in the DEW Line in Canada are now filled by Canadians and with this change in operational positions, the majority of the military positions will also be filled by Canadian personnel.

restricted to 400' in width during the early part of 1959.

The navigation channel through the Beauharnois Canal has been continuously developed since 1932 in accordance with PC 504 dated March 1, 1932. Some clean-up dredging remains in the 600' navigation channel which will impose minor restrictions in channel width but not in available depth.

In the International Rapids Section of the river between the head of the Wiley-Dondero ship channel and Morrisburg a navigation channel has been provided by the creation of Lake St. Lawrence. West of Morrisburg to Johnstown - with the exception of the Iroquois Lock area - the channels are being developed jointly by the Hydro-Electric Power Commission of Ontario and the Power Authority of the State of New York. In discussion with the two power entities it has been stated that a substantial amount of channel improvement work remains to be completed in 1959; however, it is the opinion of the power entities that a 450' channel of full 27' depth will be available for the opening of the navigation season. These works, which are being constructed in accordance with the Order of Approval of the Power Project, dated October 29, 1952, are subject to approval by the St. Lawrence River Joint Board of Engineers.

AMBASSADOR FROM ITALY

His Excellency Adolfo Alessandrini presented to the Governor General his Letters of Credence as Ambassador Extraordinary and Plenipotentiary of Italy to Canada on January 22. The ceremony took place at Government House.

Mr. Alessandrini was born in 1902. During his early career he served in Cairo, Kalgenfurt and in Belgrade. Mr. Alessandrini has served also as Counsellor in Peking, Washington and in Berne, as Minister to Lebanon and as Ambassador to Greece. From 1954 to 1958, Mr. Alessandrini was the Italian Permanent Representative at NATO, Paris. Prior to his appointment to Ottawa, he was Secretary General of the Ministry of Foreign Affairs in Rome.

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EQUERRIES TO THE QUEEN

The Queen has appointed the following serving officers from Her Majesty's Canadian Forces to be Equerries during her tour in Canada: - Lieutenant-Commander I.A. MacPherson, CD; Major R.A. Reid, MC, CD; Squadron-Leader R.M. Edwards, AFC.

Each of these officers will spend about a month in the Queen's Household in London before the tour, to familiarize himself with his duties. It is Her Majesty's wish that for the tour in Canada her Equerries should all be Canadians.