CANADA

CANADIAN WEEKLY BULLETIN

INFORMATION DIVISION · DEPARTMENT OF EXTERNAL AFFAIRS · OTTAWA, CANADA

Vol. 17 No. 21 May 23, 1962

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VAST SURVEY PROJECT

The 1962 federal field programme of mapping and charting Canada's vast land and water areas is swinging into high gear. One thousand men, comprising geodetic and topographic engineers, surveyors, hydrographers and oceanographers of the Department of Mines and Technical Surveys, are packing their gear at Ottawa, Victoria and Halifax before taking off in all directions to continue the mapping of Canada's 3.8 million square miles and the charting of what is believed to be the longest coastline in the world.

"This year's programme will cost $3 million and will involve over 80 parties on land and at sea", said Mines and Technical Surveys Minister Jacques Flynn. "We face a tremendous task. Defence and resource development requirements have more than doubled the demand for maps and charts during the past ten years, and in the Far North the demand for these maps and charts of the archipelago and its waters must now receive high priority."

The parties will travel by plane and by ship, by vehicle and on foot, and will work on southern plains and in the almost inaccessible areas of northern Ellesmere Island, as well as out on the ice of the Arctic Ocean north of the archipelago. Many will be air-supported, with fixed-wing aircraft for transport and helicopters for surveying.

TERRITORY TO BE COVERED

During the next five months, the 80 parties will extend precise survey control (latitude and longitude) for 2,000 miles and topographical mapping control over 150,000 square miles; chart some 28,000 square nautical miles of Canada's coastal and inland waters, 11,000 miles of which will be in the archipelago; and do all the necessary surveying of lots, town subdivisions, airports and school sites, and boundary and right-of-way surveys involved in the administration of the northern territories and the many Indian reserves and national parks throughout Canada.

There will be a heavy accent on mapping and charting the Far North; 20 of the parties will work north of the 60th Parallel, half of them in the archipelago. Topographers, equipped with helicopters, will finish the mapping of Ellesmere Island, run a special tellurometer traverse from Resolute to Borden Island and survey the Penny and Barnes ice-caps on Baffin Island, thus completing the topographical mapping, on a reconnaissance scale, of the eastern island rim of the archipelago.

Hydrographers abroad the CHS "Baffin" will continue the charting of Barrow Strait, one of the waterways of the 'cross-roads' of the Arctic, and, on their return voyage, will do a reconnaissance survey of Duke of York Bay on the north coast of Southampton Island, where an Eskimo char-fishing industry is being established.

THE NORTHERN SHIPS

The Department's new 65-foot launch, CHL "Richardson", will do its maiden charting along Amundsen Gulf, eastwards from its new base at Tuktoyaktuk to Cape Bathurst. This is an area of considerable interest to the oil industry. The "Richardson" will be sailed to Tuktoyaktuk from Victoria, British Columbia, up the coast of the province and around Alaska. Departmental hydrographers will also

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travel aboard four Department of Transport ice-breakers, carrying out surveys from the CCGS "C.D. Howe", the CCGS "Sir John A. Macdonald", the CCGS "Labrador" and the CCGS "Camsell".

Important mapping and charting projects south of the 60th Parallel include boundary and subdivision surveys of 44 Indian reserves and boundary surveys of national parks and historic sites; the establishment of precise control in east-central Saskatchewan, central New Brunswick and along the Trans-Canada Highway in northwestern Ontario, and the topographical mapping of the region around Hudson and James Bays from Rupert House to the Manitoba-Ontario boundary.

Of the 80 parties, 18 are from the Geodetic Survey, 19 from the Topographical Survey, 19 from Legal Surveys and 24 from the Canadian Hydrographic Service.

In addition, survey parties of the International Boundary Commission will carry out boundary maintenance along the International Boundary east of Lake Champlain in Eastern Canada, south of Chilliwack, British Columbia, in Western Canada, and along the Yukon–Alaska boundary in northern Canada.

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CANADA TO MAKE SOLID FUEL

Mr. Raymond O'Hurley, the Minister of Defence Production, announced recently that the "Black Brant" family of rockets (III, IV and V) being developed for space research under a Canadian government contract would be powered by solid fuel produced in Canada by the newly-formed company Canadian Bristol Aerojet Limited.

Bristol Aero Industries Limited, the prime contractor responsible for design and development of the rocket vehicles, recently announced the formation of the new company jointly owned by Bristol and the Aerojet General Corporation of Azusa, California. The production facilities to be established in the Winnipeg area will employ Canadian operational staff.

DRB ROLE

The rocket fuel was developed by the armament research and development establishment of the Defence Research Board, whose scientists are acting as design consultants for the "Black Brant" development programme and providing advice and information to the new company on production processes involved in the manufacture of the fuel.

The American firm, Aerojet General, one of the leaders in solid-fuel propulsion in the United States, brings to Canada many years of successful development and production experience in this field.

In addition to providing fuel requirements for the "Black Brant", rockets, the new facilities should be in a position to supply other requirements of the Canadian Government, as well as those of the U.S. Government, under Canadian-American defence-production sharing arrangements. The new venture should also ensure Canada's ability to contribute to the field of space exploration on a continuing basis.

DIPLOMATIC APPOINTMENTS

The Secretary of State for External Affairs, Mr. Howard Green, recently announced the following appointments in the Canadian diplomatic service: Mr. Jules Léger, at present Ambassador and Permanent Representative of Canada to the North Atlantic Council, Paris, as Ambassador to Italy; Mr. George Ignatieff, at present an Assistant Under-Secretary of State for External Affairs, as Ambassador and Permanent Representative of Canada to the North Atlantic Council, Paris; Mr. Paul Tremblay, at present Ambassador to Chile, as Ambassador and Permanent Representative to the United Nations in New York; Mr. Saul F. Rae, at present Minister at the Canadian Embassy in Washington, to be Ambassador and Permanent Representative of Canada to the European Office of the United Nations in Geneva; Mr. H.B. Robinson, at present serving in Ottawa, to replace Mr. Rae as Minister in Washington; Mr. J.K. Starnes, at present an Acting Assistant Under-Secretary of State for External Affairs, to be Ambassador to the Federal Republic of Germany and Head of the Canadian Military Mission in Berlin; Mr. Ross Campbell, at present serving in Ottawa, to be an Assistant Under-Secretary of State for External Affairs; Mr. Arthur Andrew, at present Head of the Information Division, Department of External Affairs, to be Ambassador to Israel.

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EQUIPMENT MISSION TO SOUTH AMERICA

A Canadian Heavy Equipment Mission left Ottawa on April 27 for South America; it will return on June 1. Six members of the industry and one representative of labour have been invited to participate in this mission, which will visit Colombia, Peru, Chile, Argentina and Brazil.

GOODS DISCUSSED

The purpose of this mission is to enable its members to examine projects in the planning stage, and to determine the sales possibilities for Canadian equipment and machinery. This includes locomotives and railway rolling stock; equipment required for the construction of hydro-electric plants such as transformers, generators, sluice gates and valves; pulp and paper machinery; nuclear reactors; industrial heating equipment; structural steel for buildings, bridges, derricks and roof trusses; overhead travelling cranes; dock unloading cranes, fabricated steel forms, plates and shapes; and equipment for the mining, oil, petro-chemical and steel industries.

By arrangement with Canadian trade commissioners in the countries concerned, members of this mission will meet with government officials, leading engineers and businessmen who may be interested in the purchase of equipment manufactured in Canada. These meetings should enable the Canadian producers to familiarize themselves with the specific requirements of the South American markets, prices, and the measure of competition they may encounter from other countries. A report on their observations, conclusions and recommendations will be prepared following the return of the mission.

MAJOR SCHOOL PROJECTS

To date, 331 major construction projects on new and existing schools, providing space for 113,000 additional students, are in various stages of completion across Canada under the current federal-provincial technical education programme. This was revealed recently by Dr. George V. Haythorne, Deputy Minister of Labour in his opening-day remarks to the National Technical and Vocational Training Advisory Council, which was holding a two-day meeting in Ottawa.

The total cost of these projects, covering the period April 1, 1961, to the present, is approximately $357 million, of which the federal contribution is $232 million. Included in the programme are three new institutes of technology, 22 new trade schools, 11 new combined institutes of technology and trade schools and 158 new vocational high schools, as well as 138 major additions and 81 minor additions to existing facilities.

"Now that the development of these new facilities, is well under way", Mr. Haythorne stated, "more attention has to be turned to the proper equipping of these schools, the training of competent teachers, the preparation of courses required to meet the changing requirements in industry, and the creation of an effective liaison between industrial needs on the one side and the educational facilities on the other".

CO-OPERATIVE APPROACH

The speaker emphasized the important role of the provincial training advisory bodies, as well as the National Council, in helping to evaluate the changing needs for skilled manpower and the steps required to meet these. These committees were, he said, in an excellent position to do so, and to assist in bringing about more effective co-ordination of effort, in view of their representation from labour, management and other groups closely concerned with manpower in Canada. He called for a continuation of the co-operative approach to the problems facing the nation in the field of manpower development.

Mr. Haythorne said concern has been expressed in some quarters about the inability of Canadian firms to turn out equipment for all the new schools before March 31, 1963, the date when federal contribution to the programme would revert from 75 per cent to 50 per cent. "Provided the orders for this equipment are in good time," he stated, "there should not be too much difficulty, at least on the more standard items." Moreover, he concluded, close contact was being maintained with the equipment being used in technical training centers in other countries to help ensure that the new Canadian training institutions were as up to date as possible.

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SMALL BOAT SAFETY

Plates stating the recommended safe maximum engine-power and weight-capacity limits will be compulsory throughout Canada after July 1 on pleasure boats 16 feet or less in length and carrying outboard motors of 10 horsepower or more, the Department of Transport announced recently.

As in the past, when such plates have been installed on boats on a voluntary basis, the stated limitations are recommended figures, aimed at informing boat owners as to safe margins within which to operate. The compulsory plate scheme has been instituted in an effort to reduce the small-boat accident toll, which investigation has shown to be due in large measure to the overpowering of small craft, overloading or a combination of both.

To obtain the plates, where they have not already been affixed to boats by the manufacturers, boat owners must obtain application forms at customs offices, where they have been accustomed to obtain motor-boat licences, or at Department of Transport Steamship Inspection offices. On these forms they will fill in the figures showing the various dimensions of their craft, and send them, in a postage-free envelope that will be provided, to the Superintendent of Nautical Safety, Department of Transport, Ottawa, with a fee of one dollar. The charge is levied to help offset the cost of the plates and of the administrative set-up necessary for their issuance.

If there should be some delay in forwarding the plate to the applicant, he will be sent immediately an official receipt certifying that he has made his application. This receipt will be accepted in lieu of the plate by any law officers until such time as the plate itself has been received and affixed to the boat by the owner.

The plates will be self-affixing, and will stick permanently to any surface. Once placed on a boat, the same plate will remain on that craft for the remainder of the boat's operational life.

The figures stating power and load capacity (by weight) will be arrived at from departmental calculations made with the use of dimensions given by the boat owner on his application form. The form itself will show clearly and simply how these measurements are to be made. The formulae used in calculating the limits were arrived at through extensive scientific studies and tests of boats and motors, in which the Department of Transport received full co-operation of boat and engine manufacturers and nationally-recognized boating authorities.

Representatives of these groups from all parts of the country served as members of the Canadian Small Boat Load and Horsepower Committee that studied the problems involved and reviewed the proposed formulae before their adoption.

The formula for arriving at weight-carrying capacity is worked out to provide a recommended maximum load to 12.5 pounds a cubic foot of hull volume, to afford a reasonable margin of safety.

The formula for arriving at maximum recommended motor horsepower takes into account not only the volume of the boat, but the width of the transom (i.e. width across the stern) since narrowness at this point has an important bearing on the boat's performance and its tendency toward tipping.

In establishing of these formulae, the department has left the way open for their review, from time to time in the future, to ensure that they take into account changes that may be necessary as a result of improvements in boat and engine design.

TRANS-CANADA HIGHWAY STAMP

One of the outstanding engineering feats of Canada's history, the building of the coast-to-coast Trans-Canada Highway, will be marked by the issue of a special postage stamp, it was announced recently by Mr. William Hamilton, the Postmaster General. The new stamp has been planned for release to coincide with the official opening of the transcontinental arterial route later this year.

The Postmaster General announced plans for the new stamp while addressing the annual meeting of the Royal Philatelic Society of Canada at Windsor, Ontario. He pointed out that the Trans-Canada route would be "the longest Main Street in the world", stretching some 5,000 miles from St. John's, Newfoundland, to Victoria, British Columbia.

Mr. Hamilton observed that the Trans-Canada route, a dream of highway planners for many years, already provided high-standard highway conditions through some of the most difficult terrain in the world. The last link in the system, through the Rocky Mountains, will be completed this year. Mr. Hamilton said that the construction of the billion-dollar artery had already spurred the building of many "feeder" highways and that the Trans-Canada Highway had begun to contribute greatly to the economic growth of the nation.

This stamp will be a large one, bearing the coats of arms of the 10 provinces linked by a highway. It will be of the five-cent denomination and will bear the words "Trans-Canada Highway – Route Trans-Canadienne". It will be a two-colour issue, in colours not yet decided upon.

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NEW CITIZENS IN 1961

Canadian citizenship certificates were granted to 56,476 persons in 1961 who formerly owed allegiance to other countries. This was 9 per cent fewer than the 1960 total of 62,378.

Only 15.7 per cent of those granted Canadian citizenship in 1961 lived in rural areas, whereas about a third of the Canadian population dwelt in rural areas according to the 1956 Census. Of the 47,481 (or 84.4 per cent) who were urban residents, 36,375 (or 64.6 per cent) lived in metropolitan centres of 100,000 and over, 3,594 in centres of 30,000 to 99,999 and 7,512 in centres of 1,000 to 29,999.

Of the persons naturalized in 1961, some 55 per cent lived in Ontario compared to 57 per cent in 1960, while in Quebec the percentage was unchanged at 16 per cent. The percentage living in British Columbia in 1961 increased to 12 per cent from 10 per cent in the preceding year and in the Atlantic Provinces to 2 per cent from 1 per cent, while in the Prairie Provinces the percentage was unchanged at 15 per cent.

COUNTRIES OF ORIGIN

About 18 per cent (or 10,427) of the persons granted Canadian citizenship in 1961 had formerly been citizens of Germany and 17 per cent (or 9,818) citizens of Italy. This was slightly less than the 1960 figure of 12,320 for Germany and 10,723 for Italy. Slightly over 12 per cent (or 6,906) were former citizens of the Netherlands and 9,853 gave a British Commonwealth country as former nationality. The 1960 figures had been 8,920 for the Netherlands and 9,411 for British countries.

In 1961, 2,963 citizens of Poland received Canadian citizenship, compared to 3,528 in 1960; 1,778 from Russia compared to 2,305; 1,233 from the former Baltic countries – Estonia, Latvia and Lithuania – compared to 1,711; and 755 from China compared to 347.

Males accounted for 56 per cent of all persons granted certificates of citizenship during 1961. The total population of Canada is more evenly divided as between the sexes, 50.7 per cent being males. However, the 1951 Census showed that 57 per cent of the 441,490 persons owing allegiance to a country other than Canada were males, and, of the million immigrants coming to Canada in the period 1950-56, about 55 per cent were males.

About 81 per cent of the males granted certificates of Canadian citizenship in 1961 were in the Canadian labour force. Among males in the labour force, manufacturing and mechanical occupations were reported by 27 per cent and construction occupations by 14 per cent more. Labourers in other than primary industries accounted for 11 per cent; professional for 11 per cent; service occupations for 10 per cent; proprietary and managerial for 6 per cent; agricultural and clerical occupations for 5 per cent each; and transportation and communication occupations for 4 per cent. Of women naturalized, some 50 per cent were homemakers.

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NEW COASTAL SHIP

A new passenger and cargo ship for Newfoundland coastal service, the motor vessel "Taverner", was launched on May 7 at Collingwood, Ontario. Sponsor of the twin-screw geared-diesel ship was Mrs. David J. Walker, wife of the Minister of Public Works.

The "Taverner" was built by Collingwood Shipyards and will be operated for the Department of Transport by the Canadian National Railways.

The new vessel was named after Captain Benjamin Taverner, who was master of the S.S. "Caribou", a Newfoundland Railway vessel sunk by enemy action in the Gulf of St. Lawrence in 1942. Captain Taverner and two of his sons went down with the ship. A third son, William, who is now third officer of the Department's northern service vessel "Eider", attended the launching of the "Taverner".

STRUCTURE AND EQUIPMENT

The "Taverner" is of all-welded steel construction, reinforced for navigation in ice, with raked stem of the flared and 'soft nosed' type, and cruiser-type stern.

A public room on the upper deck will provide seating accommodation for day passengers, and a lounge will also be provided for passenger convenience.

The ship will be outfitted with all modern navigational and communications equipment, adequate fire protection, and suitable life-saving equipment and appliances.

ENGINE PARTICULARS

Each of the vessel's two Fairbanks Morse opposed-piston engines develops 1100 brake horsepower at 600 RPM. The power is furnished by these engines through hydraulic couplings and reverse reduction gears to provide 1,000 SHP each at 250 propeller RPM.

The "Taverner" is equipped with two ship service generators of 125 kilowatt capacity of 450 volts AC. They are statically excited and driven by diesel engines. There is also a 75 kilowatt diesel-driven emergency generating unit.

PRINCIPAL DETAILS

Length, overall	188'
Length between perpendicular	170' 3"
Breadth, moulded	38'
Depth, moulded to upper deck	21'
Draft, maximum, all seasons	12' 6"
Deadweight on 12' 6" draft	310 tons
Power – two engines	1,000 S.H.P. each
Service speed	13 knots
Capacity – berthed passengers	30
– seated passengers	20
– crew	27

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TRAVEL EXPENDITURES IN 1961

Expenditures in Canada by travellers from other countries and Canadian expenditures in other countries reached new peaks in 1961, according to preliminary estimates of international travel expenditures for the year released by the Dominion Bureau of Statistics. For the eleventh successive year, Canadian travellers spent more in other countries than foreign travellers spent in Canada.

Foreign visitors to Canada spent an estimated $473 million in 1961, an advance of 12.6 per cent from the preceding year's total of $420 million. Canadians travelling in foreign countries spent $633 million, a rise of 1.0 per cent from $627 million in 1960. The resulting debit balance on travel account was smaller in 1961 at $160 million *versus* $207 million in the preceding year.

United States residents spent a record $429 million travelling in Canada in 1961, larger by 14.4 per cent than the 1960 total of $375 million, reflecting in part the premium of United States currency in terms of Canadian money in the latter half of 1961. Canadians travelling in the United States in 1961 spent $453 million, a decline of 1.9 per cent from the year-earlier figure of $462 million. As a result, the debit balance on travel account with the United States dropped to $24 million from $87 million in 1960.

Expenditures of visitors to Canada from overseas countries in 1961 was little changed from 1960 at $44 million *versus* $45 million. Canadians travelling in overseas countries in 1961 increased their spending by 9.1 per cent to $180 million from $165 million. The debit balance on travel account with these countries rose to $136 million from $120 million in the preceding year.

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RESTORATION OF KING HOME

A historically authentic restoration of "Woodside", the boyhood home at Kitchener, Ontario, of the late Prime Minister W.L. Mackenzie King, has been completed, Resources Minister Walter Dinsdale announced recently. "This is probably the first historic house in Canada to be restored in the style of the late Victorian period," Mr. Dinsdale said.

The house has been furnished and decorated to appear as a home occupied by a family of six in the years between 1886 and 1893. It was during this time that John King, father of Mackenzie King, leased the property and lived there with his family of two sons and two daughters.

The restoration of "Woodside" was supervised by Mrs. Jeanne Mihinnick, curator of furnishings at Upper Canada Village, who is under contract to the National Parks Branch of the Department of Northern Affairs and National Resources as a consultant.

"Woodside" has been a National Historic Park since 1954, when the Mackenzie King Woodside Trust deeded the property to the Federal Government.

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MUSEUM TRAINEES

Helen Pepall and José d'Iberville-Moreau, selected for the 1961-62 museum training programme offered by the National Gallery, will complete their training period at the Gallery at the end of this month. The two are completing the last phase of an eight-month programme of training started last October at the Montreal Museum of Fine Arts. December and January were spent under the direction of Dr. D. Tushingham in the Far Eastern Department, Royal Ontario Museum, Toronto. At the beginning of February, the two trainees reported for duty at the National Gallery.

The Museum Training Programme, which is under the direction of Charles F. Comfort, Director, National Gallery, and is co-ordinated by Richard B. Simmins, Director, Exhibition Extension Services, was inaugurated in 1957 by the National Gallery in co-operation with the major museums in Toronto and Montreal.

OBJECT

The purpose of the programme is to train qualified individuals who are interested in entering the museum field in Canada. Each trainee is assigned to spe-

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cialized sections of each museum or gallery for specific periods of time, and works closely with members of staff. Trainees are also assigned special studies in the field of Canadian art, and special projects and research problems related to attribution, conservation, etc. A similar programme is carried out at New York University, in co-operation with the Metropolitan Museum.

Miss Pepall of Erindale, Ontario, who is 24, graduated from the University of Toronto in 1960 where she studied art and archaeology (honours). In continuation of her studies, she spent a year in Europe and studied at the Sorbonne and L'Ecole du Louvre.

Mr. D'Iberville-Moreau, 25, is a native of Iverville, Quebec. He received his B.A. degree from the University of Montreal, and finished his architectural studies at New York University (1961), where he specialized in interior architecture. He has also studied at the Institute of Fine Arts, New York University.

Both trainees have recently returned from organized visits to major museums and art galleries in New York and Cleveland, a part of the training programme.

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UNEMPLOYED TRAINING PROGRAMMES

The federal-provincial programme for the training of the unemployed has shown marked improvement in the past year and indications are that an even more effective programme is developing in Canada. This was reported to the members of the National Technical and Vocational Training Advisory Council meeting in Ottawa, May 9 and 10.

The report showed that, as of March 31, 1961, there were 5,763 unemployed persons in training in Canada. By comparison, as of March 31, 1962, 10,672 unemployed persons were in training. Between April 1, 1961, and February 28, 1962, training was given to 24,509 unemployed workers. In the previous year ending March 31, 1961, 10,744 persons were trained. All provinces have reached the minimum number of student days of training required to qualify for the 75 per cent reimbursement offered by the Federal Government.

The effectiveness of the programme was illustrated by a number of examples. It was reported that, in Ontario, approximately 80 per cent of those persons who had completed unemployed training had found immediate employment. In British Columbia in the special "Basic Training for Skill Development Courses" approximately 50 per cent of those completing the basic training programme had entered specific vocational training programmes for which they had not previously been qualified. These courses are designed to raise the unemployed person's proficiency in mathematics, science, language and other subjects related to the trades so that he or she can take further training. In New Brunswick, of 1,800 persons enrolled in the basic-training courses, 60 per cent were doing well, 15 per cent had nearly reached their maximum capacity and 25 per cent were "doubtful".

In submitting the report, R.H. MacCuish, Assistant Director, Technical and Vocational Training Branch, Federal Department of Labour, paid tribute to the co-ordinators at the provincial and municipal levels who were responsible for the development and success of the training programmes for the unemployed.

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ESTIMATED POPULATION

Canada's population reached an estimated 18,508,000 on April 1, an increase of 270,000 or 1.5 per cent since the June 1, 1961, count of 18,238,247. The largest quarterly population gain was 88,000 between July 1 and October 1, 1961. From October 1 to January 1, 1962, the increase was 77,000, and from January 1 to April 1 the increase was 74,000.

The largest numerical provincial increase over the ten-month period was Quebec's 89,000 (1.7 per cent). Ontario gained 85,000 (1.4 per cent). The largest percentage gain was Alberta's 2.3 per cent; the numerical increase was 31,000. British Columbia's population increased 25,000 (1.5 per cent). Manitoba's increase of 11,000 to 932,000 enabled that province to pass Saskatchewan, which increased only 3,000 to 928,000.

Newfoundland gained 10,000 (2.2 per cent.) New Brunswick gained 7,000, passed the 600,000 mark by October 1, and had an estimated population of 605,000 by April 1. Nova Scotia gained 7,000 (0.9 per cent) and Prince Edward Island gained 1,000 (1.3 per cent).

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