



CANADA

# CANADIAN WEEKLY BULLETIN

INFORMATION DIVISION • DEPARTMENT OF EXTERNAL AFFAIRS • OTTAWA, CANADA

Vol. 13 No. 49

December 3, 1958

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## STATEMENT ON OUTER SPACE

In the debate on outer space which took place recently in the thirteenth session of the General Assembly of the United Nations in New York, Mr. C.S.A. Ritchie, the Canadian Permanent Representative at the United Nations, said that in the jurisdiction of space, the fundamental problem was one of resources. If the proposed international regime for outer space were to have practical validity, he said, it is essential that space exploration should not become the province of a few major powers alone. Mr. Ritchie called for an examination of the international means which might be devised to enable other nations to participate and co-operate in this field of technical endeavour.

He continued:

"This might be done by entrusting all space exploration activities to an appropriate United Nations body. On the other hand, it might be more practical to continue national programmes, preferably without secrecy and under the co-ordination of such a United Nations body, thus allowing an international programme to be developed with the assistance of the material resources and technical information of the major powers. In any case, the possibility should be examined of extensive international collaboration in space exploration, and not merely the co-ordination of national projects and the exchange of information.

"The draft resolution before us which Canada has joined in sponsoring (Document

A/CI/L.220 of November 13) provides for the establishment of an *ad hoc* committee to examine these matters and to report to the next session of the General Assembly. This, we think, is a practical approach. This afternoon the Soviet Representative introduced a new proposal which seems at first sight to represent a welcome move in this direction. We shall all wish to study this text closely, of course, before expressing any final opinion upon it. We hope that a unanimous approach to this problem may be at hand. In any case, we trust that the terms of reference of whatever preparatory body is set up will not be regarded as restrictive or all-inclusive. Any aspect of the peaceful uses of outer space which might appropriately be of concern to the United Nations should be the legitimate business of the proposed *ad hoc* committee. For example, the committee might usefully receive, exchange or collate information on outer space contributed by member governments. It might also examine means of pursuing the outer space research started under the International Geophysical Year.

"Canada will have a contribution to make in this regard. The Canadian programme for the International Geophysical Year has included work in all the related disciplines. Although Canada has launched no satellite, Canadian scientists have assisted in tracking satellites and have supplied information on trajectories.

"As a consequence of its latitude, the

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upper atmosphere over Canada presents unique environmental conditions of ionization and radiation to high altitude rockets and satellites. Canada for twelve years has carried on a major research programme into the ionosphere, aurora, meteors, cosmic and solar radiations and the geomagnetic fields.

"With the advent of high altitude rockets and satellites for atmospheric and spacial investigations, an expanded programme of high altitude rocket instrumentation and research has been initiated. Canada has been acting as host to the United States IGY Rocket Programme at Fort Churchill, on Hudson Bay, and various Canadian agencies have assisted the United States Rocket Team by supplying needed information. The first two Canadian instrumented rockets were successfully fired at the Fort Churchill range this month. Additional rockets will be fired in 1959. A high altitude rocket of Canadian design and using solid propellant is under development. To facilitate the tracking of high altitude rockets and satellites at extreme ranges, a very powerful radar station is now being installed at Prince Albert, Saskatchewan.

"To do its job properly the proposed *ad hoc* committee must be a good technical body, capable of producing an expert study of what has been done and what can be done with respect to the peaceful potentialities and resources of outer space. It will be an exploratory body rather than a decision-taking or executive body. For this purpose the primary and essential criterion of membership should be the technical and scientific experience of the countries to be represented. After that, geographical representation should be taken into account in order to ensure that the most important regions of the world are represented. We agree with the Australian and Brazilian Representatives that the Committee should be of manageable size but not too restrictive. We also agree with the United States Representative that it should consist of government representatives assisted by scientific advisers.

"My Delegation believes that it would be advantageous to examine in this way the possible forms of collaboration and to hold preparatory discussions on the nature of an international agency in this field without waiting for agreement on the difficult problems. We believe it is possible and desirable to separate the peaceful use aspects from the disarmament aspects at the present stage. But, of course, the two are closely related and the disarmament aspects of outer space are related to the general problem of disarmament. The peaceful use of outer space under an international programme should not give military advantages to any particular countries.

"We also believe that it is of urgent importance to consider the disarmament aspects of outer space in an appropriate manner. No country more than Canada, which could be at

the centre of a missile war, desires to ensure that outer space should not be used for destructive or aggressive purposes. We think, however, that this should be dealt with, and dealt with urgently, by the United Nations organs set up to consider disarmament. In August 1957 Canada joined with the United States, the United Kingdom and France in proposing the establishment of a technical body to study the design of an inspection system to ensure the peaceful uses of outer space. This proposal was endorsed by the General Assembly in resolution 1148 (XII) adopted last year. I wish to reiterate it now.

"The time to control missiles in outer space is now, not when large numbers exist. The Canadian Prime Minister, in commenting on the Soviet announcement of the first successful test of an ICBM in August last year, expressed the hope that the first effect of that event would be redoubled sincerity and effort to ensure that the passage of time did not bring to the problem of missiles the complications which delays in reaching agreement had introduced in the field of nuclear weapons.

"However, we are not interested in mere pious declarations. The restriction of outer space to peaceful purposes only, must be controlled and must be part of a balanced disarmament programme. We were glad to note that the Soviet Representative has also recognized, as he said in his statement last week, the necessity for control to be established within the framework of the United Nations over the implementation of such measures.

"We agree, as we always have, that all aspects of disarmament are related. There can be no question of accepting the elimination of all bases in order to secure the establishment of a United Nations space organization, but it would not be unreasonable to expect that any serious discussion of the disarmament aspects of outer space would take into consideration other aspects of disarmament that were strategically related. It would appear to us that any agreement related to the prohibition of use of outer space for war-like purposes can scarcely fail to provide for international restrictions of some sort on all missiles over a certain range."

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## THE BREWING INDUSTRY

Value of factory shipments by Canadian breweries in 1957 climbed 7 per cent to an all-time high of \$231,116,000 from 1956's previous peak total of \$215,897,000, according to the Bureau's annual industry report. Sales tax and other excise taxes and duties paid to the federal and provincial governments amounted to \$138,474,000 versus \$127,731,000, bringing the combined total to \$369,590,000 from \$343,628,000.

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## THE DUTCH IN CANADA

The following article, by Mr. B.C. Butler, Commercial Counsellor at The Hague, appears in the November 22 issue of "Foreign Trade".

Some forty Dutch firms today have set up branches or subsidiary companies in Canada. The latest annual report of the Netherlands-Canada Chamber of Commerce lists 32 of them; 15 are in the importing and distribution field, four in banking and investment, three in insurance, two in general trade, and one handles plants and shrubs. The seven others manufacture, assemble or package products such as alcoholic beverages, metal goods, clothing, gelatine products, pharmaceuticals, radio and electronic equipment, essences and pipes. Two large Dutch mining companies are known to have acquired property and are actively undertaking exploration work. Another group of Netherlands bankers and businessmen is developing a typically Dutch "polder" in the Pitt Meadows of British Columbia. They have also formed a Canadian engineering firm that is bidding on other projects in Canada.

In addition to these enterprises, Netherlands manufacturing, trading and transportation companies and shipping lines have active selling connections in Canada. These are increasing steadily as more Dutch businessmen cross the Atlantic to study Canadian marketing conditions and distribution methods.

### IMMIGRATION PLAYS IMPORTANT ROLE

A major reason for the increased investment interest is the large number of Netherlands citizens who have immigrated to Canada since the war--over 130 thousand. Many have purchased farms in all parts of Canada and some have formed such prosperous communities as the Holland Marsh market-gardening area near Toronto. Others have gone into businesses requiring varying amounts of capital, part of which has been supplied from Holland. It is difficult even to guess at the total of such investments but it must be substantial.

The Amsterdam Stock Exchange now lists a score of well-known Canadian stocks in which

### CHRISTMAS TREE INDUSTRY

Enough Christmas trees were cut in Canada during 1957 to provide one for every Canadian, according to the third edition of the popular book, "The Christmas Tree Industry in Canada", prepared by the Forest Economics Section of the Forestry Branch, Department of Northern Affairs and National Resources.

The book, which is available from the Queen's Printer at 25 cents a copy, reports that three-quarters of the 16,495,000 Christmas trees cut in 1957 were exported to the United States and Mexico and other countries in Central America and the Caribbean. Christ-

there is active trading. Most of the larger Dutch banking and investment firms include selected gilt-edged Canadian shares in their portfolios, although occasional rumours that the Canadian dollar is to be devalued have caused some Dutch investors to hesitate and may still be a restraining factor.

Holland cannot yet be regarded as a large source of branch industries. It has, of course, many well established heavy and light industries, with the emphasis on shipbuilding, electrical and electronic equipment, synthetic fibres, textiles, food products, cigars, alcoholic beverages, etc. Since the war the Dutch have themselves been engaged in a drive to increase and diversify industry and the result is that many Dutch industrial firms are still quite new. Some are branches of large British, American, French, German or other foreign companies: there are 75 branches of U.S. firms alone in Holland. It is also worth noting that many foreign companies, attracted by the stable political and labour conditions and relatively low costs, are entering into licensing arrangements for having their products made in the Netherlands. One attraction is that it is within the European Common Market area.

### INVESTMENT CAPITAL LIMITED

Canadians should bear in mind that the supply of capital available in Holland for investment in this country is limited. Funds already committed to industrial development in the Netherlands itself, in Curaçao, New Guinea, and the Middle East, plus the financial needs of state and municipal governments, have put a heavy strain on Dutch investment funds in recent years and no marked change is expected in the near future. Canadians should not look to Holland, therefore, as a large source of new investment funds. But at the same time, when participants in sound Canadian investment opportunities are being sought, the Dutch should not be forgotten.

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mas tree exports were valued at more than \$6,000,000 and Nova Scotia supplied the largest share of the export market. Nova Scotia and Quebec are the big Christmas tree producers, accounting for about 50 per cent of the total production. British Columbia is the third greatest producer, while New Brunswick and Ontario each produce 14 per cent of the total.

Balsam fir and Douglas fir are the most popular Christmas tree species both for export and for domestic consumption. Balsam fir is the major species cut for Christmas trees in Nova Scotia, New Brunswick and Quebec while British Columbia specializes in the Douglas

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fir. The high-priced and attractive Scots pine is gaining in popularity and makes up more than half Ontario's Christmas tree exports.

The book notes an increase in managed Christmas tree plantations resulting from the greater value of Christmas trees, a scarcity of wild trees and an expanding and more discriminating consumer market. If Canadian growers continue to produce a high-quality tree that will sell at a reasonable price, they could gain a larger share of the 45,000,000-trees-a-year U.S. market.

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### CANADIANS FOR "BRITANNIA"

With the approval of Her Majesty the Queen, the ship's company of Her Majesty's Yacht Britannia will contain representatives of the Royal Canadian Navy during her visit to Canada in 1959 for the opening of the St. Lawrence Seaway.

The contingent will consist of two officers and 15 men. In order to fill the required vacancies in the Britannia's complement as they arise, RCN personnel will join in two drafts.

The first will join in January before the Britannia's world cruise with His Royal Highness, the Duke of Edinburgh, and the second in May before the yacht sails for Canada.

The first draft will fly to the United Kingdom at the end of December. It will consist of six men, three from the Atlantic Command and three from the Pacific Command.

Two officers and a second draft of nine men will join the Britannia at Portsmouth in May.

Selection of RCN personnel is now being made.

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### NEW BRIDGE FOR SEAWAY

The high-level suspension bridge crossing the South Channel of the St. Lawrence River at Cornwall Island was opened at inauguration ceremonies held at 2 p.m. on Monday, December 1. The bridge connects the United States mainland and Cornwall Island in Canada and provides highway access between Cornwall, Ont. and Massena, N.Y.

The structure costing some \$7,000,000, is 5,000 feet in overall length. It has two traffic lanes and a sidewalk for pedestrians. The bridge crosses the International Boundary Line and the St. Lawrence Seaway channel and gives an overhead clearance of 120 feet for ships.

Canada's St. Lawrence Seaway Authority built the substructure of the bridge and the United States entity, The Saint Lawrence Seaway Development Corporation built the superstructure. United States bridge design was by D.B. Steinman of New York and Canada's design work was done by the late Dr. P.L. Pratley of Montreal. Contractor for the sub-

structure was McNamara Construction Company of Toronto and the American Bridge Company of Cleveland was the contractor for the superstructure.

Main suspension span of the new bridge is 3,840 feet long. It is carried on two 232-foot-high towers, each standing on two piers in the river course. The new bridge will replace the old South Channel bridge of the Roosevelt International Bridge, some 1,300 feet downstream, which has been removed.

During the summer of 1958, crossing of the South Channel has been provided by two ferries. Operation of these ferries will be discontinued with opening of the bridge.

It has been announced that a new bridge is to be built across the North Channel between Cornwall and Cornwall Island. This will complete the new facilities for this international crossing of the St. Lawrence River.

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### OIL COMPANIES IN NORTH

Four major oil companies were successful tenderers in a competition for Exploratory Oil and Gas Permits covering a two-million-acre area in the Yukon and Northwest Territories, according to an announcement made recently by Mr. Alvin Hamilton, Minister of Northern Affairs and National Resources.

This will involve an expenditure of more than six million dollars over a nine-year period, and brings to over 75,000,000 acres the total area under Exploratory Permit in the Northwest and Yukon Territories.

At the competition, which closed on November 17, 1958, the successful tenderers were:

- Texaco Exploration Company,
- Shell Oil Company of Canada, Limited,
- Amerada Petroleum Corporation; and
- Great Plains Development Company of Canada Ltd.

The permit areas are located south of the boundary of the Peel Plateau Reservation, about 75 miles northwest of Norman Wells. The wide interest in the oil potential of the area resulted in 195 tenders for the 40 parcels included in the competition. The highest bonus received for an individual parcel was \$17,784.04 and the total amount received in bonuses was \$444,800.71.

The companies are required to expend over \$750,000 in the first three years of exploration for oil and gas; \$2,520,000 during the second three-year period; and \$3,150,000 in the final three years of the term of the permits.

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### HOCKEY TEAM SUCCESSFUL

Kelowna Packers, of British Columbia, were given a rousing welcome on their return from a five-game hockey series in Moscow, in which they lead by one game. The Packers also won against Swedish teams, two games to one.



## ARCTIC TRANSPORT

The Department of Transport has successfully concluded the largest Arctic supply project in its history, delivering nearly 77,000 tons of supplies to ports of call in Canada's Far North, Department officials have stated.

Throughout the summer, a fleet comprised of 13 Department of Transport vessels, 22 chartered ships and more than 125 barges, landing craft and tugs, plied the ice-littered harbours and sea lanes from Montreal and Churchill in Hudson Bay, to Eureka on Ellesmere Island.

The Department's supply job this year was nearly twice as big as in previous summers, including for the first time the sea supply of DEW Line bases in Foxe Basin. These previously had been served by United States shipping.

The main sites to which the Department carried cargoes, in addition to the Foxe Basin ports, were the Mid-Canada Line locations in Hudson Bay, Joint Canadian-U.S. Arctic weather stations, some 30 other outposts and Frobisher Bay, the last-mentioned fast becoming Canada's No. 1 Arctic community.

More than 1,000 men, in addition to the regular crews of the ships, were taken north by ship and plane to help in the gigantic task of getting the mountains of supplies and shiploads of oil to shore at the various ports of call. At most stopping places the ships had to have with them the necessary landing equipment such as barges, fork lifts and trucks, since apart from Churchill and Frobisher the ports are without loading and dock facilities of any kind.

Cargoes of the supply fleet ranged from gasoline, fuel and diesel oil--the very lifeblood of Arctic operations--to housing materials, foodstuffs and everyday needs of the people who live there. Ice conditions caused delays in getting shipments ashore at some of the ports of call, but fortunate continuance of generally fair weather helped speed the 'round-the clock unloading operations, once they were able to get started. This was a matter of prime concern, since every hour of delay is a serious matter in remoter regions where navigation is possible only for a period of perhaps three weeks.

Department of Transport vessels taking part in this year's expanded operations included

the northern supply ship C.G.S. "C.D. Howe"; the icebreakers "d'Iberville", "N.B. McLean", "Montcalm" and "Ernest Lapointe"; the light-house supply and buoy vessel "Edward Cornwallis" and six large powered landing craft, capable of sea voyages.

The icebreakers played a major role in operations, since there were frequently times and places where wind and weather had blown drifting ice together to jam sea lanes and harbours. Under such conditions the general cargo ships and tankers could proceed only when the powerful icebreakers cleared a path for them. Progress under such conditions was slow but steady, and in all cases cargoes were delivered safely.

The "C.D. Howe" took cargo to more than 30 Eastern Arctic ports, her semi-icebreaker hull enabling her to make good speed where ordinary ships could not travel safely.

Apart from carrying everything from a Peterhead schooner to caribou hides in her more than 1,000 tons of cargo, she served as base of operations for the Government's Eastern Arctic Patrol, which supervises the interests of health, welfare and law and order in the Arctic settlements. More than 2,000 Eskimos were brought aboard the ship at the various ports for medical examination and the native settlements were visited by medical and welfare staffs from the Departments of Northern Affairs and National Health and Welfare, who travelled on board.

All told, the Department of Transport vessels carried more than 450 passengers to and from the Arctic and between ports of call. They included personnel of the Transport and other departments going to and from assigned posts in the Far North, Royal Canadian Mounted Police, trading company staff members, missionaries and a good many Eskimos.

The summer's Arctic operations began when, on June 28, the "C.D. Howe" and "N.B. McLean" sailed out of Quebec. From then until the last days of September, Department and chartered vessels plied the Arctic waters steadily.

The icebreakers "N.B. McLean" and "Montcalm" and two or three smaller vessels remained as long as navigation was possible, rounding out the supply job and seeing that commercial shipping was escorted safely out of northern waters before winter freeze-up came. This job finished, they too returned south.

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## EDUCATIONAL STUDY

The University of Toronto, helped by a \$90,000 grant from the Carnegie Corporation of New York, is launching a study programme to find out what becomes of Grade IX pupils in all public schools in Canada and in as many

private schools as will co-operate in the project. It is estimated that almost three quarters of the brightest pupils leave the High Schools before finishing the course.

The study, under the direction of Professor R.W.B. Jackson, Director of the Department of Educational Research at the Ontario College of

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