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CANADA'S VIEWS ON APARTHEID

The following excerpt is from a recent statement to the Special Political Committee of the United Nations by Mr. Paul Beaulieu, the Canadian representative:

...The belief in human equality is a basic concept of the United Nations. Canada, like most United Nations members, holds the view that a society such as that in South Africa runs counter to all the fundamental principles of justice. We do not deny that some non-whites in South Africa possess a relatively high standard of living; it would be difficult to expect otherwise in a country as rich in natural and human resources as South Africa. However, this standard of living should not be regarded as a gift from the ruling groups. There are, unfortunately, still many countries in which racial discrimination can be found; human imperfection still exists everywhere. However, there is no country, with the single exception of South Africa, where racial discrimination is enshrined in the legislative fabric of its society and where the Government is committed to a policy of systematic segregation. No matter to what heights of material or intellectual achievement a South African non-white may rise, he is still subject to degrading *apartheid* laws. We do not deny the rights of the white population of South Africa, all we, and the overwhelming majority of the members of the United Nations, say to them is this: we cannot accept racial discrimination; it is a policy which violates the letter and the spirit of the Charter and of the conventions and declarations of the United Nations on human rights - a policy which is not compatible with human dignity.

Canada has faithfully respected the resolutions of the Security Council of August 7, 1963 and December 4, 1963, on the export of arms and military equipment to South Africa. Canada's policy on the shipment of arms and military equipment to South Africa shows clearly Canada's will to dissociate itself from the enforcement of South Africa's *apartheid* policy.

We share the belief that the United Nations should take positive steps towards the abolition of *apartheid*. This is why the Canadian Government sent a representative to the International Seminar on *Apartheid*, Racial Discrimination and Colonialism which was held at Kitwe, Zambia, from July 25 to August 4. My Government wishes to thank the Government of Zambia for making available the facilities for the Seminar. We consider the Seminar to have been useful, even though we found ourselves unable to subscribe to the concluding documents in their entirety.

We favour all measures to assist citizens of South Africa who have suffered from *apartheid*. It is for this reason that Canada has contributed \$25,000 to the United Nations Programme for the Education and Training of South Africans.

POSITION RESERVED

In recent years, resolutions have been placed before this Committee which characterize the situation in South Africa as a threat to peace and security and call on the Security Council to take measures under Chapter VII of the Charter. My delegation is aware of the tensions existing in South Africa, and of the

potential consequences not only for that country but for the whole of Southern Africa of a continued implementation of the policy of *apartheid*. Although the situation in Southern Africa may one day endanger international peace and stability, it appears to us at least doubtful that the provisions of the Charter relating to threats to international peace and security apply in the present circumstances. My delegation therefore reserves its position on this matter. Moreover, we sincerely wonder what a recommendation to the Security Council to impose sanctions could achieve in practical terms. For the Assembly to concentrate on maximum action against South Africa now, in the absence of the agreement by the Security Council, is to force the General Assembly into the position of advocating measures which have little or no hope of implementation and damage the reputation of the United Nations as an effective instrument for keeping international peace.

Canada's policy toward the independent states of Africa is, of course, an aspect of our foreign policy which has evolved separately from our policy on Southern African questions. Canada has sincerely welcomed the attainment of independence by so many African states. We can say in all honesty that our bilateral relations are based firmly on mutual respect and a desire on our part to be of what assistance we can. To that end, Canada has an accelerating aid programme to both the Commonwealth and *francophone* states of Africa. Our aid is given without political strings and in the spirit of mutual co-operation. There is, however, one connection between our objectives here and the situation in Southern Africa. We attach great importance to the development of independent African states which have chosen a policy of co-operation between races. Through the example of multiracial co-operation, which has been given by independent African states, we can show the world that the solution does not lie in *apartheid* and denial of human rights.

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HOVERCRAFT NOT AIRCRAFT

The long-standing debate as to whether or not an "air-cushion" vehicle (such as a hovercraft) is an aircraft, has recently been settled by the Council of the International Civil Aviation Organization (ICAO). The answer is no. The Council did not decide what an air-cushion vehicle was, but it did amend ICAO's International Standards and Recommended Practices (Annexes to the Convention on International Civil Aviation) by adding to the existing definition of *aircraft* ("any machine that can derive support in the atmosphere from the reactions of the air") the words "other than the reactions of the air against the earth's surface". As air-cushion vehicles do derive their support from reaction of the air against the earth's surface, these vehicles are therefore not, by definition, aircraft and are not subject to ICAO's international standards. Hovercraft were first used commercially in Canada at Expo 67.

The fifth Air Navigation Conference of ICAO was opened in Montreal last week by Council Presi-

dent Walter Binaghi, with 221 delegates and observers from 45 countries and four international organizations in attendance.

The conference, which is meeting for four weeks, will try to improve the safety and efficiency of the approach, landing and take-off phases of flight. The agenda includes: approach and take-off; movement of aircraft and vehicles on the ground; categories and characteristics of land aerodromes; visual and non-visual aids at aerodromes; aerodrome services; information for the approach, landing, take-off and ground movement of aircraft; noise in the vicinity of aerodromes.

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TRAWLING TECHNIQUE SUCCESS

The recent introduction of midwater trawling for herring off Canada's east coast has provided a striking demonstration of the effectiveness of the technique. As much as 30 tons of herring have been taken in a single haul of 30 minutes by a converted scallop-dragger, the 102-foot *Lady Anna*, off the west side of Digby Neck in the Bay of Fundy.

The experiment has been carried out jointly by the Federal Government and the government of Nova Scotia, which chartered and converted the vessel. The project, which is continuing, is directed by W.W. Johnson, of the Industrial Development Service of the federal Department of Fisheries, and is designed to test the feasibility of one-boat midwater trawling for herring. It is the first time that large quantities of this species have been taken by a Canadian trawler off the Atlantic coast, and the early success of the project is arousing the interest of the fishing industry.

During one week in the summer the *Lady Anna* had a total catch of about 200 tons. The vessel fished mainly in depths ranging from 25 to 40 fathoms, with the net from one to 20 fathoms off the bottom.

Midwater trawling, using two vessels, was invented in Denmark and has been adopted by several other European countries. The one-boat midwater trawl was developed in Canada several years ago by Mr. Johnson. He also observed a number of herring-trawling methods in Europe last year before the present federal-provincial project was undertaken.

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POPULATION FIGURES

Canada's estimated population at October 1 amounted to 20,548,000, a rise of 533,000, or 2.7 per cent, since the census on June 1, 1966. During the first nine months of this year the increase was 296,000, or 1.5 per cent.

The largest increases in the provinces since the 1966 census were in Ontario (256,000, or 3.7 per cent), in Quebec (113,000, or 2.0 per cent), and in British Columbia (99,000, or 5.3 per cent). Alberta gained 39,000, or 2.7 per cent.

BENEFITS OF CANADA-U.S. AUTO PACT

Addressing the Canadian Industrial Management Association in London, Ontario, on November 16, Mr. Paul Martin, the Secretary of State for External Affairs, described the Canadian-United States Automotive Agreement, which was introduced in January 1965, as "one of the most important and imaginative trading arrangements ever made" between the two countries.

The facts that, under the Agreement, Canadian motor vehicles and original parts now entered the U.S. free of duty, that Canadian manufacturers who met certain production requirements could import vehicles and parts free of duty, and that automobile parts for use in the production of Canadian vehicles could enter duty-free from the U.S. constituted, according to the Minister, "a unique development in our trade relations with the United States". "It is an arrangement," Mr. Martin said, "which recognizes that the differences in size, financial strength and the relative development of our industries require special provisions to ensure that Canada, in fact as well as in theory, derives equivalent and reciprocal benefits from trade agreements between our two countries." He went on to say that this arrangement recognized the necessity of removing "institutional barriers to trade as well as formal governmental barriers", if Canadian industries were "to be able to participate effectively in the United States market".

Excerpts from Mr. Martin's speech follow:

...Already substantial benefits have been achieved under this programme. To date, the industry has announced plans for expansion of 169 existing plants. In addition, it has announced the establishment of 95 new plants in Canada, making a total of 264 plant expansions or new plants. Many of these new and enlarged facilities are being designed to service not only the Canadian market but the United States and other markets as well. Expansions are also taking place in the materials, supplying and service industries which rely upon the automotive industry as one of their major customers.

Production during 1966 totalled over 900,000 motor vehicles, a 34 percent increase over 1964. The value of shipments of parts and accessories for 1966 amounted to \$800 million, or approximately \$200 million more than 1964. Employment over the same period increased by 23 per cent.

INCREASED EXPORTS

Exports of automotive products have increased substantially under the programme. In 1966, exports exceeded \$1 billion, an increase of 43 per cent, compared with a 95 percent increase in imports. While there continues to be a trade deficit in respect to this sector, in the absence of the automotive programme Canada's adverse trade balance would certainly have been greater. At the same time, there has been a significant narrowing of the differential between the United States and Canadian prices for automobiles at the factory wholesale level.

Despite the progress which has been made so far, it cannot be expected that deeply-rooted customs

and practices of doing business in this industry can be changed in a relatively short time. Purchasing agents in the United States have for many years been in the habit of obtaining practically all their needs from the large United States parts industry. Until the introduction of the automotive programme they hardly ever considered parts-producers in Canada as a source of supply. Consequently, during this period of transition, problems will inevitably emerge which will have to be dealt with to ensure that the purposes of the programme are achieved and further progress is made in reducing institutional barriers which still exist.

FINANCIAL ASSISTANCE

Many companies will have to make substantial investments to re-equip and expand their facilities if they are to be fully competitive on a North American basis. In this regard, the Government has established an adjustment assistance fund which is administered by a board under the chairmanship of Professor Bladen of the University of Toronto. The board is authorized to make loans to enable Canadian automotive parts manufacturers to adapt their production facilities to the new and expanded market conditions in an orderly manner. To date, 40 loans amounting to approximately \$32 million have been made.

The Government has also made provision for transitional financial assistance to workers laid off as a result of adjustments caused by the Agreement. As I have already mentioned, however, there have been significant increases in employment and the market for skilled labour of this type remains buoyant, and as a result a relatively small number have applied for benefits.

The auto programme has brought major new facilities to the London area, such as the Ford plant at Talbotville and others. These are providing and will provide new jobs for many people in the region. These developments speak forcefully for the success of the programme.

HIGHWAY SAFETY

The auto pact has also had an effect on highway safety programmes because an expanding and interdependent market leads us to the realization that automobile safety standards on the North American continent are very much a matter of continental concern. If certain safety features are deemed necessary in the United States, the same reasoning naturally has some relevance to the balance of the North American market, namely Canada.

The Federal Government, along with private organizations and provincial governments, has been concerned with automobile and highway safety for some time. Although the provinces have legislative jurisdiction in many areas of this problem, within the past month the Federal Government has taken an initiative in deciding to set up a public advisory board in highway safety composed of representatives from the provinces, the industry, safety organizations and other interested groups. In addition, a committee has been established in the Department of Transport

to assume responsibility for the co-ordination of all the Federal Government activities in this field, for example, from setting government purchasing specifications to research on skidding at the National Research Council.

This committee will also sort out the responsibilities of various levels of government in respect of automobiles and highway safety....

The Canada-United States Automotive Agreement is designed to provide a nationalization of the automotive industry on a continental basis. The agreement is particularly well adapted to the particular circumstances of this industry, so that it should not be concluded that this is the type of agreement which will prove equally suitable for other industrial sectors. Canada recognizes and values its important bilateral relationship with the United States and the possible extensions which might occur, while believing that its destiny lies in the world-at-large....

LOANS FOR YWCA HOUSING

Girls of low income working and living in Quebec City, Hamilton, and Winnipeg will soon be able to take advantage of low-rental accommodation in new YWCAs.

Approval during the past year of three federal loans for the construction of new buildings in these cities marked the first time that assistance under the National Housing Act had been extended to the Young Women's Christian Association.

Under the NHA, \$1,633,000 was made available to the three YWCAs for the construction of residential accommodation for girls on a permanent basis in three buildings that are worth a total of over \$5 million.

Manitoba has undertaken to make annual payments on \$238,000 of the loan to Winnipeg, and has guaranteed another \$574,067. The province will also make the payments on this portion if the Winnipeg YWCA cannot raise the money.

Quebec has extended aid to the Quebec YWCA with a lump sum grant of \$75,000 to the association.

BUILDING COSTS

Construction of Hamilton's new YWCA is under way and occupancy will start between next September and December. The estimated cost of the whole complex is over \$2.5 million. The Hamilton association received a \$500,000 NHA loan. The 105 permanent residents will be accommodated in 75 single bedrooms at \$39 a month, and in 15 double bedrooms at \$30 a month each occupant.

Quebec's YWCA should be ready within the next two years at an estimated total cost of \$690,726. It received an NHA loan of \$350,000. The five-storey building will house the Y's activities now taking place in separate buildings. Hostel-type accommodations will be provided for 112 young women, 75 per cent of whom will be on a permanent basis. The others are students in residence during the school term only. The new Y will provide 59 single rooms at \$58 a month; 16 double rooms at \$47 a

month each occupant; and seven triple rooms at \$35 a month each occupant. Permanent accommodation will be restricted to girls in the income range of \$2,000 to \$3,000 a year.

Winnipeg's YWCA is expected to be ready next summer. An NHA loan of \$783,000 was approved for the complex estimated to cost a total of \$1,686,000. One hundred and twelve girls whose income does not exceed \$2,400 a year and whose normal stay is up to two years will be accommodated at the new YWCA in 50 single bedrooms at \$44 a month and in 31 double bedrooms at \$36 a month each occupant.

STRIKES AND LOCKOUTS

A preliminary summary of strikes and lockouts released by the Department of Labour shows that there were 70 work stoppages in Canada in October, involving 24,725 workers and a time-loss of 326,850 man-days.

Of the total number of work stoppages, four were in industries under federal jurisdiction, the remainder under provincial jurisdiction - 29 in Ontario, 15 each in Quebec and British Columbia, two each in Alberta and New Brunswick, and one each in Newfoundland, Nova Scotia and Saskatchewan.

In the previous month there were 92 work stoppages, involving 34,282 workers and a time-loss of 449,550 man-days.

Based on the number of non-agricultural wage and salary workers in Canada, the number of man-days lost in October represented 0.25 per cent of the estimated working time, compared to 0.36 per cent in September. The corresponding figure for October last year was 0.16 per cent.

Twenty-six of the October work stoppages involved 100 or more workers, of which seven were terminated by the end of that month.

HANDPAINTED ORIGINAL DRESSES

An "original," the dream of every clothes-conscious woman can now be obtained with the label of a Winnipeg, Manitoba, firm, Tajaylya Productions.

Completely individual, handcrafted garments created from handpainted fabric by designer Lois Juzak and artist Art Horsfall were introduced to the Winnipeg market this spring through exclusive dress departments and boutiques. In response to inquiries the company is now showing samples in London, England, Los Angeles and Vancouver.

Tajaylya Productions began with a chance remark when Mrs. Juzak jokingly suggested that Mr. Horsfall paint a dress for a special occasion. The idea appealed to Mr. Horsfall, who started experimenting on dress canvas and found he could create some exciting abstract designs. He painted a dress-length from which Mrs. Juzak made a dress that drew enthusiasm and an offer to buy it.

From then on the Taji Team — designer Juzak and artist Horsfall — took the idea seriously and their new business is the result.

INTERNATIONAL DEVELOPMENT FUNDS

The Canadian Government will seek approval from Parliament for the allocation of \$5 million from the 1968-69 external aid budget to provide financial support to Canadian voluntary organizations concerned with international development assistance.

Speaking in Windsor, Ontario, Mr. Paul Martin, Secretary of State for External Affairs, said: "The government funds appropriated for this purpose will be extended in the form of project grants and used by the non-governmental agencies for specific projects of a capital, service or programme nature. We will not be providing funds to an organization for its general operating expenses. Until we are approached by organizations with specific programmes in mind, it will be difficult to predict which organizations will qualify for grants. Our support will always be directly related to increasing the extent or scope of Canadian aid activity and not to substituting government funds for available private sector funds. It will normally be on a matching basis and thus have a multiplier effect on Canada's total aid effort."

SHIP OWNERSHIP INQUIRY

The Water Transport Committee of the Canadian Transport Commission has announced its plans for conducting a public inquiry into the matter of the ownership and registration of ships in Canada.

The Committee will investigate the qualifications for owning and registering ships in Canada and the rights and obligations of ownership of Canadian ships. It will also investigate measures required to ensure effective jurisdiction over ships registered in Canada; and the implications for existing international obligations and the national interest.

TRADE MINISTER IN EUROPE

Trade Minister Robert Winters is at present in Europe for a series of meetings in eight countries to promote Canada's trade interests and to join in discussions of future world trade policy.

Mr. Winters will endeavour to advance Canada's trade policy at the meeting of General Agreement on Tariffs and Trade (GATT) in Geneva, and at the meeting of the Organization for Economic Co-operation and Development (OECD) in Paris.

The GATT Ministerial Meeting was called to discuss further trade liberalization following the successful conclusion of the Kennedy Round of trade negotiations sponsored by GATT.

On November 30 and December 1, Mr. Winters will present the Canadian position at the meeting of OECD Ministers. Discussion will centre upon economic policy, and trade and development assistance to developing nations.

Mr. Winters will also meet individually with trade ministers and business leaders in a number of Western European countries. En route to Geneva, Mr. Winters will stop in London for talks with Anthony Crosland, President of the British Board of Trade, and other ministers.

Following the Geneva conference, Mr. Winters will visit Brussels for discussions with the Belgian Foreign Trade Minister, Mr. de Winter, and with officials of the European Economic Community. He will also address the Belgo-Canadian Chamber of Commerce.

Following the Paris conference, Mr. Winters will visit the capitals of the four Scandinavian countries. In Sweden he will meet the Prime Minister, Mr. Tage Erlander, and will address a meeting attended by some 200 Swedish financial and business leaders. He will have trade discussions in Oslo, Copenhagen and Helsinki.

GOLD PRODUCTION DOWN

Gold produced in Canada in August, at the average price paid by the Royal Canadian Mint, was valued at \$8,911,122. This represents production of 236,432 troy ounces, a decrease of almost 10 per cent from the 262,436 troy ounces produced in August 1966. Increased production in Ontario and the Prairie Provinces, a combined total of 134,651 troy ounces compared to 130,491 troy ounces in August 1966, was more than offset by decreased production in the rest of Canada — 101,781 troy ounces compared to 131,945 troy ounces for the same month in 1966. Production in Canada for the first eight months of 1967 was 2,005,462 troy ounces, a decrease of almost 10 per cent from the 2,226,306 troy ounces produced during the first eight months of 1966.

CONSUMER PRICE INDEXES

From September to October consumer price indexes declined in six Canadian regional cities, advanced slightly in two and remained unchanged in two others. Movements ranged from a decrease of 0.3 per cent in Toronto to a rise of 0.2 per cent in Ottawa.

Food indexes were lower in all cities, with the declines ranging from 1.3 per cent in both Winnipeg and Vancouver to 0.3 per cent in Montreal. Housing indexes advanced slightly in all cities, with the exception of Montreal where there was no change. Mixed movements were registered in the clothing indexes, ranging from an increase of 0.6 per cent in Ottawa to a decrease of 1.3 per cent in both Montreal and Toronto. The transportation indexes declined

slightly in all regional cities except Winnipeg, where there was no change from the previous month. The health-and-personal-care indexes advanced by varying amounts in all cities except Montreal, reflecting a general increase in professional fees. Recreation-and-reading indexes also rose in all cities except Montreal, where there was a marginal decline. The tobacco and alcohol indexes did not change.

REGIONAL CITIES

St. John's: The all-items index for October remained unchanged at its September level of 130.8. Food prices declined by 1.2 per cent, largely as a result of seasonally-lower quotations for fresh vegetables and some fruits. A slight decrease was also recorded in the transportation index. These declines were offset by an advance of 6.7 per cent in the health-and-personal-care index, mainly attributable to higher doctors' and dentists' fees, and by marginal increases in the housing, clothing, and recreation and reading components.

Halifax: An increase of 0.1 per cent brought the all-items index for October up to 142.5 from 142.4 in September. This fractional rise stems from a 2.5 percent increase in the health-and-personal-care index and from smaller increases in the housing, clothing and recreation-and-reading indexes. These advances outweighed declines in the indexes for food and for transportation.

Saint John: The all-items index of 145.7 for October was unchanged from the previous month. Declines in the food and transportation indexes were offset by increases in all other components, except tobacco and alcohol which was unchanged.

Montreal: The all-items index declined fractionally by 0.2 per cent to 148.8 in October from 149.1 in the preceding month. The clothing index declined by 1.3 per cent as a result of lower prices for women's fur coats and other outer wear. All other components, except those for housing and tobacco and alcohol which were unchanged, registered fractional declines.

Ottawa: The all-items index edged up by 0.2 per cent to 148.6 in October from 148.3 in September. Increased professional fees for medical care accounted mainly for a 2.8 per cent rise in the health-and-personal-care index. The clothing index advanced by 0.6 per cent largely because of higher prices for children's winter wear, which outweighed some decline in prices for women's wear. The housing and the recreation-and-reading components also registered upward movements. Declines of 0.7 per cent and 0.4 per cent, respectively, occurred in the food and in the transportation indexes.

Toronto: The all-items index declined 0.3 per cent to 151.8 in October from the September level of 152.2. Lower prices for women's wear and for piece-goods contributed to a 1.3 per cent decrease in the clothing index. The food index, because of seasonally-lower vegetable and fruit prices, declined by nearly 1 per cent and the transportation component was 0.6 per cent lower than in the preceding month. An increase of 0.9 per cent was registered in the health-and-personal-care index and there were lesser advances in the housing and in the recreation-and-reading components.

Winnipeg: The all-items index moved downwards by 0.2 per cent to 146.8 in October from 147.1 in September. A decline of 1.3 per cent in the food index, combined with a fractional drop in the clothing index, outweighed the advances recorded in the housing, health-and-personal-care and recreation-and-reading components. Both the transportation and the tobacco and alcohol indexes remained unchanged from the previous month.

Saskatoon-Regina: A decline of 0.2 per cent to 140.6 in October from the September level of 140.9 reflected decreases of 1.2 per cent and 0.3 per cent, respectively, in the food and in the transportation components. All other components, except tobacco and alcohol which was unchanged, registered fractional advances.

Edmonton-Calgary: The all-items index declined 0.2 per cent to 141.7 in October from 142.0 in the preceding month. Seasonally-lower fruit and vegetable prices contributed to a 1.1 per cent reduction in the food index and the transportation index declined by 0.3 per cent with the introduction of rail fare reductions in off-peak travel months. A rise of 0.6 per cent in the health-and-personal-care component was attributable to higher fees for dental care. Fractional advances were also recorded in the indexes for housing, clothing, and recreation and reading.

Vancouver: A decrease of 0.1 per cent moved the all-items index for October to 144.9 from its level of 145.1 in September. Seasonally-lower vegetable and fruit prices mainly accounted for a decline of 1.3 per cent in the food price level. The only other component to register a decline from the preceding month was that for transportation which fell by 0.3 per cent. The housing and clothing indexes edged up by 0.3 per cent and 0.1 per cent, respectively. Increased rates for prepaid medical care contributed to a rise of 2.3 per cent in the health-and-personal-care component index, while higher admission prices to sporting events raised the recreation-and-reading index by 1.2 per cent.
