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SEAWAY: 75 PER CENT FINISHED

Charles Gavsie, O.C., C.B.E., President of The St. Lawrence Seaway Authority, has announced that construction of the Seaway now stands at approximately 75 per cent of completion.

On land and water from the Harbour of Montreal to the upper end of the Welland Ship Canal on Lake Erie, a distance of nearly 400 miles, the Authority has awarded a total of 125 contracts, to a value of some \$235,000,000. Twenty-nine of these have now been completed.

Mr. Gavsie pointed out that 15½ months remain until the completion date at the opening of the navigation season in the Spring of 1959 and that the work is progressing satisfactorily.

FIRST LOCK COMPLETED

The most significant event in progress of construction of the Seaway, the Authority President said, occurred on November 22, 1957, with the final test of Iroquois Lock, first of the seven new locks being constructed, and most westerly of the new locks. The Authority is building five and the United States entity, the Saint Lawrence Seaway Development Corporation, is building two.

Mr. George Hees, Minister of Transport, attended testing ceremonies at the Iroquois Lock and moved the lever on the control panel to open the lower sector gates for the first ship, C.G.S. Grenville, a Federal Government lighthouse tender, to enter the lock chamber.

The ship was raised in the lock and passed through the upper gates, and other mechanical features of the lock were demonstrated.

Last mass concrete was placed at the lock on August 28, 1957, three months ahead of schedule, following the excavation of 4,500,000 cubic yards of rock and earth. About 600,000 tons of concrete was used in the lock chamber and its upper and lower approach walls.

This lock, with a six foot lift under normal Seaway conditions, will provide access between the power pool in the International Rapids Section and the stretch of the St. Lawrence upstream leading through the Thousand Islands Section to Lake Ontario.

MOST CONCRETE PLACED

At St. Lambert Lock, most easterly of the locks, last mass concrete was placed in December 1957. Concrete for the main lock structure of the second lock from seaward, the Côte Ste. Catherine Lock, was also all in place before year-end. The main lock structure of Lower Beauharnois Lock, next upstream, is expected to be completed early in 1958 with the Upper Beauharnois Lock in late Spring, 1958.

As of December 31, 1957, The St. Lawrence Seaway Authority reports 1,778,776 cubic yards of concrete placed, out of a total required of 2,010,000 cubic yards. Thus concrete work is 88 per cent complete.

The Authority has contracts in force for

dredging in Montreal Harbour, Lakes St. Louis and St. Francis, the channels at Cornwall Island and in the Thousand Islands Section and requisite reaches of the Welland Ship Canal. This work must be partly suspended for the Winter season, but will be resumed with the opening of the navigation season next April. Of 18,160,000 cubic yards of material to be shifted by this method from the Seaway channel, 10,500,000 cubic yards had been removed at year-end, for a completion figure of 56 per cent.

Although most of the excavation at lock sites has been completed, Authority plans call for almost 21 miles of canal to be excavated "in the dry" and the total figure for dry excavation of all kinds is 55,280,000 cubic yards. Of this, 42,769,866 cubic yards have been removed, or 78 per cent of the total.

BRIDGE WORK EXTENSIVE

A dramatic operation -- the translation of the trans-channel span of the Jacques Cartier Bridge -- took place in less than five hours in the early morning of October 20. This bridge is one of the major highway arteries between Montreal and the South Shore. Its Southern portion is being permanently raised to provide 120 foot overhead clearance for shipping which will use the Seaway.

The former deck-truss span was removed and a new through-truss span set in its place thus providing 30 feet of the 80 foot increase in vertical clearance required. False-work was built downstream of the bridge and the new span was erected on false-work upstream of the main structure.

The supports of both spans were set on rollers, moving upon a system of rails. By means of hydraulic jacks the 1500 tons of the old span and the 1600 tons of the new one, (each span 250 feet in length) were moved in a horizontal direction downstream a distance of 78 feet. The new span was then secured in place and the old one dismantled. New grade separations at the Southern approaches to the bridge will speed highway traffic using the bridge.

New roadways and approaches on the South Shore end of Honore Mercier Bridge, also near Montreal, are being constructed. For the support of these, which will provide permanent elevation of the bridge over the Seaway channel, concrete piers were built this year near the Indian village of Caughnawaga, upstream of Lachine Rapids.

Nearby, the work is well along for installation of two travelling lift spans for the double-track line of the Canadian Pacific Railway's Caughnawaga Bridge.

At Victoria Bridge, near which the St. Lambert Lock is being built, the diversion of high way traffic is already accomplished. Lift spans are being installed on the main bridge for highway and rail traffic and similarly on the diversion bridge, just upstream of the lock.

At Côte Ste. Catherine Lock the Authority is building a service bridge of the bascule type across the lock. A bridge of this type also serves to handle essential motor pedestrian traffic across the lower entrance to the Iroquois Lock.

SOLE TUNNEL, OTHER BRIDGES

The only highway tunnel under the Seaway in Canada (there will be a smaller one in the United States) was opened to traffic in the Summer of 1957. It is a four-lane highway tunnel located at Melocheville, Que.; it carries Highway No. 2 in two tubes under the Seaway channel just upstream of the Lower Beauharnois Lock.

At the upstream end of the Upper Beauharnois Lock, three-quarters of a mile to the westward, installations are being made for a swing bridge to carry the New York Central right of way over the Seaway channel. Nearby, the channel enters the Beauharnois Canal and The St. Lawrence Seaway Authority is building lift spans in two road and rail bridges crossing the Canal -- one at St. Louis and the other at Valleyfield, Que.

The Canadian entity is building the substructure of a new bridge for highway traffic over the South Channel of the St. Lawrence River at Cornwall Island. The United States entity is building the superstructure.

CONSIDER OPERATING PROBLEMS

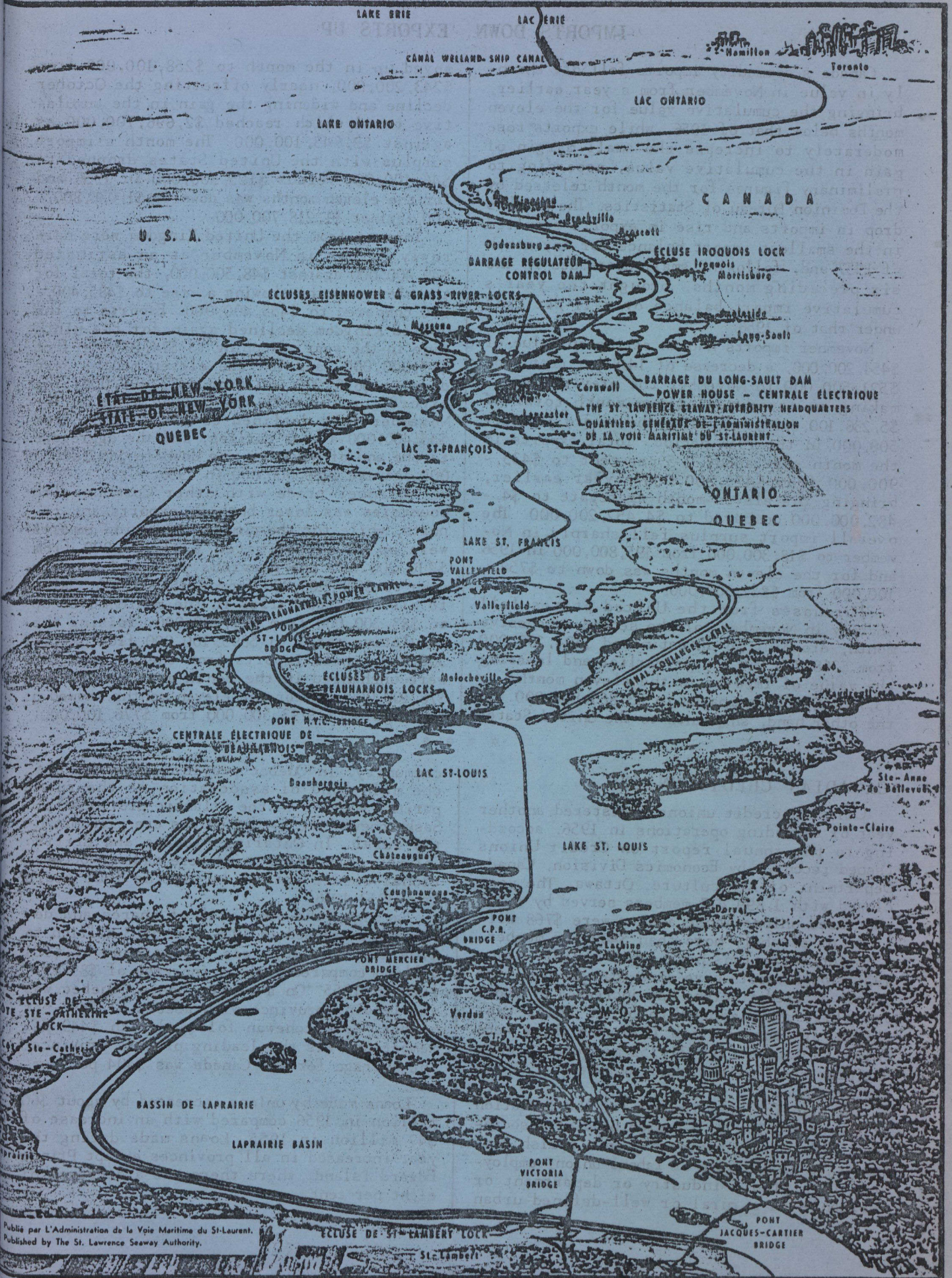
As construction of major Seaway facilities goes forward on schedule, planning for the operation and maintenance of the Seaway is growing in importance as the time of opening approaches.

The question of tolls, their probable quantum, method of application and collection is one which occupies much of the attention of officials of The St. Lawrence Seaway Authority.

The Canadian and US entities announced last July that the maximum vessel dimensions compatible with efficient operation, expeditious dispatch of traffic and with regard for the safety of navigation and property in the normal handling of traffic on the Seaway are to be of an overall length of 715 feet and a beam of 72 feet.

Ships having an overall length of up to 730 feet and a beam of up to 75 feet can be accommodated subject to non-interference with other traffic.

The St. Lawrence Seaway • La Voie Maritime du St-Laurent



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IMPORTS DOWN, EXPORTS UP

Canada's commodity imports fell off sharply in value in November from a year earlier, bringing the cumulative value for the eleven months below that of 1956, while exports rose moderately to increase the small margin of gain in the cumulative value, according to preliminary figures for the month released by the Dominion Bureau of Statistics. The month's drop in imports and rise in exports resulted in the smallest import balance for any month of 1957 and, following small decreases in the six preceding months, brought the year's cumulative import balance over 11 per cent under that of 1956.

November imports had an estimated value of \$454,200,000, a decrease of 14.8 per cent from \$521,500,000 in November the previous year, making an estimated eleven-month total of \$5,236,100,000 compared to the record \$5,303,500,000 in the 1956 period. Total exports in the month rose about 2.5 per cent to \$435,900,000 from \$425,800,000 a year earlier, bringing the eleven-month aggregate to \$4,482,000,000 compared to \$4,452,200,000. The overall import surplus fell sharply in November to \$18,300,000 from \$95,800,000 in 1956 and for the eleven months was down to \$754,100,000 from \$851,300,000.

Purchases from the United States fell sharply in November for the second successive month, dropping to an estimated \$304,200,000 from \$368,700,000 a year earlier and lowering the value of imports in the eleven months to \$3,733,500,000 compared to \$3,861,800,000. On the other hand, shipments to the United States

moved up in the month to \$258,100,000 from \$243,200,000, nearly offsetting the October decline and widening the gain in the cumulative total which reached \$2,696,700,000 as against \$2,643,100,000. The month's import surplus with the United States dropped to \$46,100,000 versus \$125,500,000 in 1956 and for the eleven months was down to \$1,036,800,000 against \$1,218,700,000.

Imports from the United Kingdom were narrowly higher in November at an estimated \$49,400,000 against \$48,500,000, the total for the eleven months showing a rise to \$485,400,000 compared to \$455,400,000. Exports to the United Kingdom declined again for the ninth time in the year, dropping to \$74,200,000 from \$83,900,000, and for the eleven months were down to \$678,200,000 from \$473,400,000. The export surplus with the United Kingdom for November thus declined to \$24,800,000 from \$35,400,000 a year earlier, and the aggregate to the end of November was down to \$192,800,000 against \$288,000,000 in 1956.

November trade with other Commonwealth countries was lower both in exports and imports, while for the cumulative period imports were up to an estimated \$223,700,000 from \$210,200,000 the previous year and exports down to \$208,000,000 from \$225,500,000. Sales to all other countries in the month moved up to \$83,300,000 from \$77,200,000, raising the cumulative total to \$899,100,000 from \$840,500,000, while imports from these countries were unchanged in the month at an estimated \$78,100,000 and for the eleven months showed a small gain to \$793,500,000 from \$776,100,000.

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CANADIAN CREDIT UNIONS

Canadian credit unions registered another year of expanding operations in 1956, according to the annual report on Credit Unions issued recently by Economics Division, Canada Department of Agriculture, Ottawa. The year closed with 1,899,477 members served by 4,191 chartered unions whose assets were \$768 million, or slightly more than \$400 per member.

Union operations have grown rapidly since 1951. Total assets have more than doubled, the number of credit unions has increased by about one-third and membership by at least two-thirds. In contrast with 1920 when there were only 113 unions with 31,752 members in only one province, the movement today embraces all ten provinces.

The principal requirement for the formation of a credit union is a common bond of association. This may be membership in a parish, cooperative club, lodge or labour union; employment in a plant, industry or department or residence in a rural or well-defined urban

community. In Quebec province, for example, the main bond of association is the rural parish, whereas in the Atlantic provinces and Saskatchewan the credit unions are predominantly rural. In Ontario, Alberta and British Columbia, important gains were made in occupational credit unions during the four years from 1953-1956.

Savings (the sum total of shares and deposits) increased in 1956 from \$603 million to \$704 million. This was an increase of \$101 million compared with an increase of \$89 million in 1955. On a member basis, Quebec was the leading province with assets of \$496 per member. Saskatchewan followed with \$449 per member and was the leading prairie province. The average for all Canada was \$404 per member.

Loans made by unions increased by about \$60 million in 1956 compared with an increase of \$47 million in 1955. Loans made during the year increased in all provinces except Prince Edward Island, where there was a decrease of eight per cent.

AID TO COLOMBO PLAN COUNTRIES

Trade and Commerce Minister Gordon Churchill announced in the House of Commons January 8 that an agreement has been reached between the Canadian Wheat Board and the Indian Government for the supply of a quantity of 400,000 tons of wheat, approximately 15 million bushels, to be shipped during the winter and early spring months. This agreement is subject to the conclusion of financial arrangements between the two governments which will provide, in brief, that payment will be made in seven equal annual instalments beginning three years after shipment. Interest is payable annually at a rate equal to the borrowing cost to the Canadian Government plus a small charge for overhead. This rate is not likely to exceed 4-1/2 per cent.

Referring to these terms, the Minister said, in part:

"... They are not terms that could be offered in ordinary commercial markets without the danger of turning cash sales into long-term credit sales. They can only be justified as part of Canada's effort to consolidate the very real gains that are being made in India, Pakistan and Ceylon and other Colombo Plan countries, to prevent the serious setback which could result from the need to import and pay immediately for large scale imports of foods."

The Minister's statement continued as follows:

"When the Government of Pakistan was informed of these discussions with India they asked if wheat would be available to them on the same terms, and we assured them that the same terms would be available to all countries in receipt of assistance under the Colombo Plan. Pakistan also requested that part of next year's Colombo Plan appropriation be used for wheat. Because of prior commitments with respect to continuing projects this would have been difficult. But, as I shall indicate shortly, the Government is proposing an increase which will be of assistance to Pakistan."

"We have reason to believe that India will

require additional quantities of wheat, over and above 400,000 tons, from Canada during the coming months. Some of this they may be prepared to buy on terms similar to those I have outlined. Pakistan and Ceylon and other countries within the Colombo Plan may also make similar requests in due course.

"The Government is confident that Parliament will support the provision of wheat and flour to Colombo Plan countries on the terms I have outlined. We are also confident that at this difficult time in the affairs of our friends in South and South-East Asia, Parliament and the people of Canada would wish to see an increase in the amount of aid in the form of outright grants that is being made available to them.

"When the Minister of Finance brings down further supplementary estimates later this month Parliament will be asked to vote approximately \$30 or \$35 million to be loaned to Colombo Plan countries for the purchase of Canadian wheat and flour, and an additional \$15 million as an outright grant for the same purpose. We have in mind that a part of the \$15 million grant will be used to meet an urgent request for assistance by the Government of Ceylon arising from the very serious floods that have caused such devastation in that country.

"Canada has assumed responsibility to assist in the development of the countries of South and South-East Asia through the Colombo Plan. This development is threatened by grave shortages of food. It is fortunate that our abundance coincides with their need and that we are in a position to play some further part in keeping this great effort of the free world moving ahead.

"I am making this statement now so that plans for the movement of the wheat can proceed with a minimum of delay, and so that hon. members will be aware of this important development in Government policy before they are asked to consider the relevant items in the estimates."

* * *

TRADE FAIRS IN WEST INDIES

Trade and Commerce Minister Gordon Churchill has announced that his department is canvassing Canadian firms to ascertain the support that private business would give to Government proposals to hold two Canadian trade fairs at Port-of-Spain, Trinidad and in Kingston, Jamaica, early in 1959. Planning for the fairs requires that the overall costs be shared between the private exhibitors and the Government.

The two fairs, regarded as one single project, would apply trade promotion techniques through trade exhibits in two traditional ex-

port markets in which no annual international trade fairs take place. Besides providing an opportunity for Canadian exporters to exhibit their goods in Trinidad and Jamaica, it is expected that the fairs will attract Canadian service organizations and other institutions who will want to participate in order to tell the story of their West Indian operations to the business community and the public of the Islands. It is further hoped that the fairs will increase the interest of West Indian producers in the Canadian market and thus help to bring about a larger exchange of goods between the two areas.

Early in 1959 is considered an ideal time

for exhibitions of this kind because by then the federation of The West Indies will have become well established. As the dollar exchange position of the Islands has been satisfactory in recent years and is continuing to improve, it is hoped that in 1959 when the trade fairs will be held, import restrictions against Canadian goods will be lessened and Canadian exporters will be able to promote larger sales.

The exhibitions planned would differ from the usual Canadian Government displays at established international trade fairs, simply because there is no such ready-made vehicle in The West Indies. In consequence, the fairs would be organized in their entirety by the Canadian Government Exhibition Commission and the Department of Trade and Commerce. In this respect, they would resemble the former Canadian International Trade Fair. Overall costs would be shared between the private exhibitors and the Government of Canada.

The department's canvass of Canadian businessmen is intended to indicate the possible support for the project, obtain reactions to the tentative planning, and get information as to probable participation by private companies.

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RECORD POPULATION GROWTH

Canada's population increased at a record rate in the first 11 months of 1957, rising 516,000 to an estimated 16,860,000 at December 1 from 16,344,000 at the start of the year, according to the Dominion Bureau of Statistics quarterly estimate. This compares with a January-November increase of 389,000 in 1956, 358,000 in 1955, and 402,000 in 1954.

Over the 12 months (December 1, 1956 to December 1, 1957), Canada's estimated population growth was 552,000 (3.4 per cent), comparing with 415,000 (2.6 per cent) in the 1955-56 period, 386,000 (2.5 per cent) in the 1954-55 period, 433,000 (2.9 per cent) in the 1953-54 period, and 417,000 (2.8 per cent) in the 1952-53 period. The population growth was 779,000 from the 1956 Census total of 16,081,000 and 2,851,000 from the 1951 Census count of 14,009,000.

The table following lists quarterly estimates of Canada's population from June 1, 1951 to December 1, 1957 (actual census totals for June 1, 1951 and June 1, 1956):

Estimated Population of Canada 1951-1957

	March 1	June 1	Sept. 1	Dec. 1
1951...	-	14,009	14,129	14,242
1952...	14,336	14,459	14,568	14,657
1953...	14,730	14,845	14,966	15,074
1954...	15,162	15,287	15,409	15,507
1955...	15,587	15,698	15,803	15,893
1956...	15,972	16,081	16,193	16,308
1957...	16,420	16,589	16,745	16,860

MODERN CONVENIENCES

Proportions of Canadian households equipped with modern conveniences increased again in 1957, according to the Dominion Bureau of Statistics annual survey of household facilities and equipment. The survey shows that over nine-tenths of all households were served with electricity and all but a relatively small number had radios. More than four-fifths had piped water, electric washing machines and electric refrigerators, and between 70 and 80 per cent had installed bath facilities and flush toilets.

Heading the list in the rate of increase over 1956 were television receivers with sets now in some 63 per cent of the estimated 4,055,000 households versus 54 per cent in September 1956 (as already reported on November 22). Ontario and Quebec had largest proportions with over 70 per cent each, followed by Nova Scotia with about 60 per cent and British Columbia slightly over half. Increases were spread through all provinces with numerically largest gains in Ontario and Quebec. Radios were in 96 per cent of households, telephones in 76 per cent and some 95 per cent were served with electricity, all three being relatively unchanged from September 1956.

The degree of electrification of Canadian households is also reflected in the number with other electrical household conveniences, those with electric refrigerators increasing to 82 per cent from 79 per cent and with electric vacuum cleaners to 58 per cent from 55 per cent.

More than 58 per cent of Canadian households used furnaces for heating purposes (reported on December 5), relatively unchanged from September 1956. Slightly more than half used oil as a heating fuel versus 46 per cent, but the proportion using coal or coke fell to 23 per cent from 26 per cent. Those using wood were little changed at about 18 per cent. The proportion relying on gas represented about 8 per cent of all households in both years, and those using other fuels such as sawdust, electricity and briquettes accounted for 1 per cent. About 60 per cent of all households had automobiles versus 58 per cent in 1956.

Proportion of owner-occupied dwellings in May 1957 remained practically unchanged at about 68 per cent. For tenant-occupied dwellings the proportion rented for less than \$30 a month fell to 16 per cent from 18 per cent, those renting for between \$30 and \$49 a month to 27 per cent from 29 per cent, but those renting for between \$50 and \$69 a month rose to 23 per cent from 22 per cent and those renting for \$70 a month and over to 26 per cent from 23 per cent.

The Dominion Bureau of Statistics' report on the May 1957 survey estimates the number of households in the 10 provinces (territories, Indian reserves, hotels, lodging houses, institutions, clubs and camps, excluded) at 4,055,000. In September 1956 the number was 3,974,000.