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## THE ECONOMICS OF IMMIGRATION

"The life of an immigrant, during the first year or two in a new country, is never pleasant; it is often quite difficult," Mrs. Ellen L. Fairclough, the Minister of Citizenship and Immigration, told the Jewish Immigrant Aid Services of Canada at a meeting in Montreal on May 7, 1961. "The work done by organizations such as yours does much to mitigate the hardships of this period and to help the newcomer adjust as quickly as possible to his new environment and become a happy, productive citizen of Canada." Mrs. Fairclough went on to suggest that few Canadians were aware "that the excellent record of immigrant settlement in Canada in recent years" had been due to "the helping hands" of voluntary agencies. She then turned to examine the record of the Department of Citizenship and Immigration itself, in the following words:

"...The Department of Citizenship and Immigration...has occasion, from time to time, to glance back over the records and recapitulate its operations of recent years. We find it useful to refer as often as possible to our ledger of debits and credits in this business of the movement of peoples. On the whole, the picture is a creditable one. Immigration policy, especially when it is a human, flexible and selective one, is not easy of administration. Undoubtedly there is room for improvement in our regulations and legislation, and I have said so on many occasions.

"Nevertheless, the record seems to indicate that, notwithstanding these drawbacks, the application of our policy has been reasonably sound and practical. When we look back over the files and study and case-

histories, I think we are justified in the conclusion that settlement arrangements have been good for the immigrants, and good for Canada, too.

### POSITIVE ASPECTS OF IMMIGRATION

"Only a few months ago, during the passage of the Estimates through the House of Commons, I was able to report on some of the positive aspects, from an economic point of view, of immigration into Canada. I was able to point out, for example, that over the past 11 years immigrants had established almost 6,000 businesses in this country and purchased some 5,385 farms. These businesses and farms created employment for almost 35,000 persons and represent a value of \$140 million.

"This is probably only a very small part of the whole picture, since the figures I have just given you represent only those transactions which were voluntarily reported to the Department. Immigrants, after all, are under no obligation to report such purchases, or any other aspects of their private business, to the Department.

### EVIDENCE OF WILLINGNESS

It is rather interesting to note, too, that in the purchase of these businesses and farms the cash down payments amounted on the average to about one-half of the value of the enterprises bought or established. I think there is real evidence here of the willingness of the newcomers to work hard, to save their money, and to make sacrifices in order to establish themselves securely in their new homeland.

"Since I made that report to Parliament, I have received additional information that confirms this picture of the immigrant as an individual who is not only highly likely to succeed on his own behalf but also highly likely to make a substantial contribution to the economic welfare of the land of his adoption. This new information came in the form of a report from the Economics and Social Research Division of the Department of Citizenship and Immigration.

#### SURVEY OF IMMIGRANTS

"The Research Division has just concluded a most interesting and revealing survey covering a group of nearly 7,000 immigrants. The Division was given very definite instructions when it set out upon its task. It was to find out precisely what happened to immigrants, from an economic point of view, after they had reached Canada and been swallowed up in the national community. How soon did they find jobs? What sort of jobs? What kind of pay did they get on their first jobs? How soon did they get promoted to better jobs and higher pay? How often did they change jobs? Did they suffer any unemployment? If so, for what periods were they unemployed? Were any of them exploited, and if so, by whom?

"The research staff was also asked to find out what relationship there might be between the level of an immigrant's education and his chances of success in his new country.

#### SCOPE OF SURVEY

"To find the answers to these questions the research staff surveyed nearly 7,000 immigrants chosen from among 1959 applicants for Canadian citizenship. These were immigrants who did, in fact, become citizens in 1959. The subjects of the survey were living in several areas in Canada but predominantly -- as in the case with the great majority of post-war immigrants -- in the metropolitan Montreal and Toronto areas. All the immigrants used for the survey were heads of households or independent single persons. The survey covered the entire period between the time the subjects entered Canada until they received their citizenship, a period which averaged six years and four months. Since all the subjects had become citizens, none had been in the country less than five years.

"I am sure you will be just as interested as I was to hear about some of the results obtained from this survey. We should bear in mind, however, that this group of 7,000 may not be completely representative of all post-war immigration. There are changes in immigration trends from time to time. What is true of the period from 1953 to 1959 might not be true of the immigrant group of 1946 to 1953. However, with this qualification, the Research Division feels that its conclusions are reasonably applicable to immigrants of the later post-war period.

"To begin at the beginning, it appears that few of the 7,000 immigrants under survey had any great trouble finding jobs on arrival in Canada. Almost fifty per cent found jobs within a week of landing. Another 25 per cent had jobs within three weeks. All but four per cent had jobs within three months.

#### FEW EMPLOYMENT DIFFICULTIES

"From the time they found their first jobs, few of these immigrants had any really great difficulty remaining employed. As a matter of fact, 43 per cent of the group reported no unemployment at all from the day they got their first job. The average period of unemployment for the entire group was under two weeks per year. This is considered a low figure even for native-born Canadian workers, who are not under the disadvantage of the language barrier and other immigrant handicaps.

"I think it very interesting that, in its study of the employment experience of these immigrants, the Research Division turned up evidence that confirms the findings of several other enquiries made into the subject of employment generally. The report repeats earlier warnings that there is a definite relationship between unemployment and level of education. We have heard a great deal about this relationship in other quarters. Witnesses before the Senate Commission on Manpower, for instance, have spoken convincingly on the subject. The statistics of the Department of Labour confirm the view. The continuing hard core of the unemployed in Canada is composed largely of workers with less than Grade 8 education, and the largest single group among the unemployed is made up of young people from 14 to 19 years of age. These young people have not had the education or training they need to find jobs. They should still be in school.

#### IMPORTANCE OF SCHOOLING

"All this, of course, is just as true of the immigrant as it is of the native-born, and vice versa. Our 1959 survey clearly indicates this. Those immigrants who had 17 to 25 years of schooling and training suffered an average of only 3.2 weeks of unemployment in the more than six-year period of the survey. At the other end of the scale, those who had less than 8 years of schooling averaged 16 weeks of unemployment in the period. These are significant figures, and further warning evidence that lack of skills is a major factor in unemployment.

"It goes without saying, of course, that the converse is true. Those immigrants with the most years of formal education and technical training come to enjoy the best jobs and make the most money. The last reported income of those with 17 to 25 years of education and training averaged \$6,800 per year, while the last reported income of those with less than 8 years schooling averaged \$3,300 -- less than half. I do hope that any of you who are schoolteachers will make the very best use of that kind of information.

"While we are on the subject of education, it is interesting to note that the survey indicated that the immigrants generally had a better educational background than their comparable Canadian born neighbours.

#### COMPARISON WITH NATIVE-BORN

"There was some difficulty in making a fair comparison between the educational level of the immi-

## RUANDA-URUNDI COMMISSION

The following statement was made to the House of Commons on May 5 by the Secretary of State for External Affairs, Mr. Howard Green:

"...I should like to announce the appointment of the Hon. Member for Charlevoix (Mr. Asselin) to the special United Nations commission of judicial review for the Belgian trust territory of Ruanda-Urundi.

"The territory is a small, densely-populated area lying landlocked in Equatorial Africa between the Republic of the Congo (Leopoldville) to the West, Uganda to the North and Tanganyika to the East and South. A former German colony, since 1919 it has been administered by Belgium, first as a mandate of the League of Nations and subsequently as a trust territory of the United Nations.

"On April 21 the General Assembly adopted by a large majority, which included Canada, a resolution giving Belgium specific directives in respect of the administration of the territory and its evolution to independence. The resolution also contained a provision for the implementation of a general amnesty and the establishment of a special three-nation commission to review a number of cases of persons convicted of grave crimes with a view to securing their release from prison or return from exile. Canada, together with Brazil and Tunisia, was elected to serve on this commission, which is expected to leave this month on a journey of approximately three weeks to Belgium and Ruanda-Urundi and to submit a report to the United Nations prior to legislative elections in the territory scheduled for August of this year. The costs of the commission will, of course, be borne by the United Nations.

"As you know...the Hon. Member for Charlevoix is well qualified to take this assignment. He has broad legal and political experience and has concerned himself particularly with international affairs. In 1958 he was a member of the Canadian delegation to the NATO Parliamentary Association meeting in London, and, during the fifteenth session of the United Nations General Assembly, which has just been completed, he served as Canadian Representative both in the Legal Committee and also in the Trusteeship Committee, which has been considering the Ruanda-Urundi item. This Hon. Member has made a splendid contribution to the work of the United Nations during its last session."

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## ADVISER FOR MR. DREW

The Secretary of State for External Affairs, Mr. Howard Green, has announced the appointment of Mr. John C. Stepler, at present Associate Editor of the Vancouver B.C. *Province*, as Special Adviser on Press Relations to the High Commissioner for Canada in London. Mr. Stepler will take up his duties in London early in June.

Mr. Stepler was born in Vancouver, B.C., in 1912. In 1951, when he was City Editor of the *Province* in

Vancouver, he was appointed Press Gallery Correspondent in Ottawa for the Southam News Services. He was Bureau Chief, Southam News Services, in London, England, from 1953 to 1960, at which time he was appointed Associate Editor of the *Province*.

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## BANDED OWLS

If you should see a green owl, it is probable that it is really a snowy owl colour-banded with bright dyes by researchers at the University of Wisconsin and now returning to the Arctic tundra for the summer to nest and raise its young.

Anyone spotting one of these birds can help trace their movements by writing to "Operation Snowy Owl", Plainsfield, Wisconsin, U.S.A. The researchers are interested in knowing where the bird was sighted and the location and colour of the dye on its plumage.

## MIGRATION CHANGE

Dr. David A. Munro of the Canadian Wildlife Service, Ottawa, said that the snowy owl normally moves into Southern Canada and the Northern United States during the winter in search of food. During the past winter these great birds went farther south than usual, possibly because the lemming, the mouse-sized Arctic rodent that is the staple of their diet, is at the low point of its population cycle.

The owls, 61 of which were banded, might be seen on their northern migration up to the middle of May.

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## PROBING UNTRAVELLED ARCTIC

The possibility of carrying out one or two traverses of areas in the Arctic archipelago that have not previously been sailed is being considered by the Department of Transport.

Such a programme, if carried out, will be an extension of research work that has been done in the Department's Canadian Marine Service icebreakers during the past several summers when they were not required to act in immediate support of the Arctic supply convoys.

These probes will be for the purpose of extending knowledge of the hydrography of the channels in the High Arctic islands and for determining the limits within which it is possible to operate icebreakers. Such information will be of prime necessity if commercial or other activity calls for the movement of shipping in those areas.

An invitation will be issued to other government departments that have a scientific interest in the High Arctic to put personnel aboard the ship or ships involved.

Any decision as to the precise direction of such expeditions will be taken after the Canadian Marine Service ships are in the north for their regular resupply operations, and will be made in the light of ice conditions prevailing at that time.

## TRANSPORT BUYS BIG HELICOPTER

A Sikorsky S-62 amphibious helicopter, with a 400-mile flight range, equipped for carrying light package freight and for search-and-rescue operations, has been ordered by the Department of Transport and is expected to be operational by late summer.

The machine will serve the whole British Columbia coast, under the joint direction of the District Marine Agents at Prince Rupert and Victoria, except when required by the Rescue Co-ordination Centre at Vancouver. Maintenance will be carried out at the Department of Transport Air Services hangar, Vancouver.

### MAIN USES

The helicopter will be used to complement the work of Canadian Marine Service lighthouse supply vessels in servicing and inspecting light stations. It will also facilitate the transfer of equipment and other small parcels of freight to such stations. It will be of special importance in search-and-rescue operations, since it will be equipped with an emergency hoist and sling to permit the lifting of external loads.

It will be operated and maintained by a two-man crew from the Civil Aviation Branch of Air Services, and will be able to carry a pay-load of 1,800 pounds. It will be fitted with a special long-range fuel tank, permitting flights up to 400 miles.

Powered by a General Electric turbo-jet engine developing 1,050 s.h.p., the big "eggbeater" will have retractable wheels to permit landing on either land or water under most conditions and within a very limited area.

The Transport Department is proceeding to prepare simple safe-landing areas by clearing trees, levelling ground or erecting simple platforms for landing pads at the various lighthouses and other departmental installations at which the helicopter will be expected to operate.

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## SHIP DRAFTS ON SEAWAY

The following notice was published on May 1 by the Director of Operation and Maintenance, St. Lawrence Seaway Authority:

"The maximum permissible draft in the South Shore Canal, the Beauharnois Canal and the Iroquois Canal will be 25' - 0" and in the Welland Canal will be 25' - 6", as of this date and until further notice.

"The maximum permissible draft in the Lachine Canal and the Cornwall Canal will be 14' - 3".

"The connecting channels from Montreal to Lake Ontario have a minimum controlling depth of 27 feet and mariners are warned to manoeuvre each vessel and to govern its draft and speed while transiting these channels commensurate with the vessel's individual characteristics."

## FAO FISHERIES CONFERENCE

Technical experts, including fisheries economists, biologists and administrators, from many of the leading fishing nations of the world will be in Ottawa in June to attend a meeting sponsored by the Food and Agriculture Organization of the United Nations. Canada, which is the host country, will be represented at the week-long meeting by senior officials from the federal Department of Fisheries. The meeting, which will be held in the auditorium of the Dominion Bureau of Statistics at Tunney's Pasture, will get under way on June 12 and will run to June 17.

### WORLD FISHERIES FORUM

Following suggestions from UN member countries actively promoting research in fishery economics, the FAO decided to sponsor a meeting of experts in this field. The agenda has as its theme the economics of regulating fisheries. By providing a forum for a group of the world's fishery specialists, the FAO hopes that the meeting will assist in the advancement of knowledge of the effects of forms of fishery regulation. As the meeting also deals with control measures applied in specific fisheries, it is hoped that the resulting discussions will provide guidance in the implementing of improved fishery regulations, as well as suggestions for bringing the management of fisheries more into line with basic objectives of fishery policy. But it is not the purpose of the meeting to pass resolutions or recommendations committing particular governments or organizations to policy decisions.

Two Canadians have prepared working papers for the Conference. These papers are "The Economics of Regulating Fisheries", by Professor Anthony Scott of the University of British Columbia, and "Biological Aspects of Fishery Regulation", by Dr. L.M. Dickie of the Fisheries Research Board of Canada, Biological Station, St. Andrews, New Brunswick. The FAO also has arranged for the preparation of a number of other papers relating to the regulation of specific fisheries.

### CHARACTER OF MEETINGS

The meetings will take the form of discussion of papers first by panel, followed by open discussion. Rapporteurs will summarize and critically review each main paper. There will be eight main topics beginning with economic and biological theoretical aspects on the first two days and then for the remainder of the week the topics will cover the practical aspects of regulating six important national and international fisheries.

This will be another in a series of conferences on the economics of fisheries which have been sponsored by the FAO. At earlier meetings many interesting points have been raised in respect to the choice of methods best suited to attain economic and social objectives of fishery policy.

### UP-TO-THE-MINUTE PILOT SHIP

The first of a new class of pilot vessels designed for service in various Canadian pilotage districts was launched recently by the Kingston Shipyards, Kingston, Ontario. It is expected that the vessel will be completed by the end of May. Stationed at Les Escoumains Quebec, it will operate between Father Point, Quebec, and Quebec City.

Of all-welded construction, with raked, flared, "soft-nosed" stem and transom stern, continuous main (weather) deck, and midship wheelhouse, the hull has been specially strengthened for the conditions that will be encountered and for limited navigation in ice.

The vessel will be equipped with all the latest navigational aids necessary for its type. Steering gear of the combined hand and electric hydraulic type will be used and one steering motor will be fitted to each of the twin rudders, which will be hydraulically synchronized. Mechanically-coupled emergency tillers can be fitted, enabling the ship to be steered with either or both of the steering motors out of action.

The ship will be equipped with two Rolls-Royce turbo-charged diesel engines, each with a rating of 350 b.h.p. Engine operation will be by remote control from the wheelhouse, with provision for alternative manual control in the engine room.

The ship's principal particulars are: Length, overall--67'6"; length between perpendiculars--61'11"; breadth, moulded--16'3"; depth, moulded--9'6"; draft, extreme--5'9"; certified for--15 persons; trial speed, approx.--12 knots.

One 11-foot moulded fibre-glass dinghy, powered by a 6 h.p. outboard motor, together with two 16-person inflatable life-rafts in quick-release containers, will be stowed on top of the deckhouse aft.

In addition to a crew of two, who will be provided with self-contained quarters forward of the engine room, a saloon capable of seating up to 13 pilots will be fitted aft, complete with washrooms and cooking facilities.

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### MARCH WORK STOPPAGES

There were 34 work stoppages in Canada in March, involving 4,426 workers and a total duration of 41,160 days, according to a preliminary summary of strikes and lockouts recently released by Mr. Michael Starr, Minister of Labour. In February there were 18 work stoppages, with 1,601 workers involved and a total duration of 20,320 days.

Twenty-two of the March work stoppages were in industries in Ontario, eight in Quebec, and one each in the provinces of Nova Scotia, Saskatchewan, Alberta and British Columbia. None was in an industry under federal jurisdiction.

Nine of the March work stoppages, six of which were terminated by the end of the month, involved 100 or more workers. Three accounted for more than 68 per cent of the month's time loss. These were in the transportation-equipment industry in Montreal,

in the paper-products industry in Pont-Rouge, Quebec, and among shipyard workers in Halifax, Nova Scotia.

A breakdown by industry of the month's stoppages shows 15 in manufacturing, 10 in construction, four in service, three in trade, one in transportation, storage and communication, and one in agriculture.

Based on the number of non-agricultural wage and salary workers in Canada, the number of man days lost in March represented 0.04 per cent of the estimated working time. In February the percentage was 0.02. The corresponding figure for March 1960 was 0.03.

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### CORPORATION PROFITS IN 1960

Reflecting the partially offsetting influences present in the economy in 1960, corporate profits before taxes fell by about 6 per cent, following a considerable advance in the more expansionary climate of the preceding year. A lower level of profits was fairly common among industries. However, there was a substantial increase in profits in mining, quarrying and oil wells and in financial services, as well as a significant gain in public utilities.

Most of the individual manufacturing industries shared in the unfavourable profits experience of the group as a whole, with total manufacturing profits down by about 11 per cent. Among the major manufacturing industries, the sharpest decline took place in iron and steel, where profits were off about 24 per cent; this decline was associated with reduced output in the industry. The deterioration in profits was also relatively large in such other durable goods industries as wood products, electrical apparatus and supplies and non-metallic mineral products. On the other hand, profits were moderately higher in paper products and in products of petroleum and coal, where production likewise rose between the two years.

In spite of a significant increase in the volume of trade, profits were substantially lower in both wholesale and retail trade, apparently associated with higher costs and the easing in some prices. A small decline in profits in the transportation, communications and storage group was in part the result of the smaller volume of traffic handled by the railways.

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### CREDIT STATISTICS

Balances outstanding on the books of sales finance companies at the end of February this year amounted to \$1,165,300,000, down 1.6 per cent from \$1,184,200,000 at the end of January and up 2.7 per cent from \$1,134,800,000 at the end of February last year.

End-of-February outstandings on consumer goods aggregated \$793,900,000 down 1.8 per cent from \$808,200,000 a month earlier and up 0.7 per cent from \$788 million a year ago. End-of-month outstandings on commercial goods totalled \$371,400,000, down 1.2 per cent from \$376 million a month earlier and up 7.1 per cent from \$346,800,000 a year ago.

Cash loans and instalment credit held by companies licensed under the Small Loans Act amounted to \$543,300,000 at the end of February, down slightly (0.2 per cent) from \$544,300,000 at the end of January and up 11.4 per cent from \$487,800,000 at the end of February 1960. Accounts receivable held by department stores aggregated \$335,100,000 at the end of February, down 4.3 per cent from \$350,300,000 at the end of the preceding month and up 16.2 per cent from \$288,300,000 at the end of the corresponding 1960 month.

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## THE ECONOMICS OF IMMIGRATION

(Continued from P. 2)

grants and of the native-born. As you know, the immigration regulations require a literacy test before a visa is granted. This means that the immigrants could not be fairly compared with a native-born group which might include Canadians who had had no schooling at all. It may surprise some people to know that the 1951 census showed 7 per cent of the citizens of Ontario and Quebec who fell into this category. In the survey, accordingly, the staff excluded from its native-born control group any persons who had had no schooling at all.

"Allowing for this factor it was found that the immigrants had a slightly better educational level in terms of formal school training, and a considerably higher level of education if additional apprenticeship and trades training are taken into consideration. The strong European tradition of apprenticeship and trades training appears to have given the immigrants a substantial advantage in technical qualifications for Canadian industrial jobs.

"If any one thing stands out in the survey more than another it is that our post-war immigration has brought into Canada an increasing number of well-educated and technically well-qualified people. We find, for instance, that among the immigrants from the British Isles more than two out of three fell into the category of university graduates, management personnel, or technicians. In the French-speaking and German-speaking group more than two-thirds were either technicians or skilled tradesmen of one kind or another, while more than 60 per cent of all the Dutch immigrants fell into the same category. In other words, a selective immigration policy has been bringing to Canada precisely the kind of people needed in a rapidly-expanding industrial economy.

"These people have made -- and continue to make -- an important contribution to Canadian economic progress. According to an independent report, made by the Department of Labour not long ago, about two-thirds of the net addition of professional engineers and draughtsmen since the end of World War Two have been recruited through immigration.

The Department of Labour survey showed that 35 per cent of the skilled and highly skilled trades positions in Canadian industries in 1956 were occupied by immigrants who had received their trades training abroad.

## HIGH QUOTA OF CRAFTSMEN

"A Department of Labour survey found that 22 per cent of the skilled sheet-metal workers in the surveyed industries were immigrants. It was also discovered that 31 per cent of all the electronic technicians and 50 per cent of the draughtsmen were immigrants. There is certainly more than a mere suggestion here that Canadians are not being trained fast enough to take these highly-skilled jobs.

"The speed at which the immigrant group in our survey increased its annual income is another factor deserving of note. In the six years and four months of the survey period, they increased their aggregate annual income from \$14,600,000 in the first year to \$28,830,000 in the last year of the survey. In short they came close to doubling their income in six years. This represents a growth rate of rather more than 15 per cent per year. The normal income growth rate for native-born Canadian workers is calculated at 4.8 per cent per year.

## CONTINUITY OF EMPLOYMENT

"Another interesting sidelight in the survey is the report that the immigrants, as a whole, showed a much greater continuity of employment than native-born workers. They did not shift as much from job to job. Only 31 per cent of the immigrants changed jobs as often as once a year, while the comparable figure for native-born workers is 51 per cent. Incidentally, the survey also showed that those who shifted jobs more frequently had the lowest incomes, while those who stuck to their jobs progressed more rapidly to the higher incomes.

"Somebody said it before, of course: 'A rolling stone gathers no moss'.

"Perhaps at this stage I should confess to what you will agree is a quite human weakness. I sometimes get a little tired of stories in which virtue is always rewarded. I am a little bit afraid that the kind of figures I have been reciting to you suggest beyond all doubt that nobody can possibly succeed unless he sticks to all the rules, bones up on his lessons at school, learns a useful trade and thereon out keeps his nose to the grindstone. Certainly the statistics indicate this, but statistics, after all, are sometimes misleading.

"Many of you will have heard the story about the man who drowned in a river which someone had told him averaged only two feet in depth. That's what came from relying too much on statistics.

"We have also the figures that tell us that Harvard graduates have an average of 2.8 children each, while graduates from Vassar have only 1.9 children, proving conclusively that men have more children than women.

### DANGER OF STATISTICS

"Well, statistics can get pretty tiresome at times, and I was delighted when, in reading the Research Division's report, I ran across a refreshing piece of information that confounded all the rules. There is a stubborn exception to almost every rule. In this case the exception was an immigrant who had had virtually no formal schooling at all -- barely enough to let him in -- and no skills. When he landed in Canada he was lucky to find himself a job as a common laborer.

"But after six years of residence he owned an enterprise employing 150 workers and had graduated to the highest income bracket of all the group!

"I like that story, although it might be just as well if the schoolteachers forgot it. After all he was only one in 7,000, but the story does prove that for those who have the ambition, the stamina, and the will-to-work even the most formidable obstacles can be conquered. It proves, too, that Canada is still a country in which every man can have his chance.

"Yes, everyone has his chance. In a land which from the very beginning has been made up of immigrants it is only natural, perhaps, that this is the way the Canadian people want it. I feel sure that, if he thinks of immigrants at all, the average native-born Canadian would like to see the newcomer 'get a break'. The Research Division, in fact, found definite evidence that this is so. The report found evidence that the attitude of the 'old Canadians' toward the new had been steadily changing for the better. The report has this to say, and I quote:

'A clear indication of the magnitude of this change is the extraordinary income growth of the 1959 applicants (for citizenship) who could not have achieved such results over a period of six years and four months if they had been confronted by a society which did not accept them positively. On the contrary, the fact that more than 84 per cent of all the immigrants in this survey were able to reach income levels consonant with those of established residents proves, or at least indicates strongly, that as a rule immigrants in Canada are received without prejudice and that they are given an equal opportunity with the rest of the population'.

### ACCEPTANCE OF NEWCOMERS

"That part of the report, a thoroughly human part, is the part which I think I like best. It makes it so clear that the successful absorption of the newcomer is not alone a matter of the immigrant's education, or of his skill, or even of his determination to succeed. It is in some measure due to the decency, the spirit of fair play, the friendliness and helpfulness of those who sometimes call themselves native-born but who are not unconscious of the fact that they are really immigrants only a generation or two

removed. This spirit of helpfulness is well exemplified by organizations such as the Jewish Immigrant Aid Services and other bodies engaged in similar work.

"I have said a great deal this afternoon about education and technical training. It is a pretty important subject. No matter whether we are talking about the economic impact of immigration, or national levels of unemployment, or of the integration of the Canadian Indian into the national community, we sooner or later find ourselves confronted by the fact that we must start paying much more attention to education and training in future than we have been doing in the past.

### EDUCATION AND TRAINING

"It is clear from the summary of the report I have been speaking about that education and training are the greatest single assets which immigrants bring to Canada. From a purely economic point of view, the capital investment and current outlays are saved to the extent to which an immigrant received his education abroad. Furthermore, any country profits from the competition of skills and education which invariably arises through the immigration of adults from technically and culturally highly-developed countries.

"The educational authorities in Canada have reported on several occasions that we should have had the greatest difficulty in carrying on our educational institutions in the years immediately following the War had it not been for the large numbers of professors and teachers Canada was able to recruit in Europe and elsewhere. Reports from both the Research Division of my own Department as well as the Department of Labour indicate, in addition, that the Canadian economy could never have grown to the extent it did during the 1950's without the recruitment of engineers and skilled craftsmen from other countries.

"From reports such as these the pattern of Canada's future personnel needs in industry seems relatively clear. No matter whether they are native-born Canadians or immigrants, those who are to succeed in this country from now on must have adequate education and training. There is some reason to believe that this may come to apply to Canada even more than it may to some other industrial countries. Our economists have pointed out that, because of the size of the Canadian market, our small or medium-sized industry must compete in the markets of the world with industries from larger countries where mass-production is on a large scale. However, small-scale yet competitive manufacturing is widespread and successful in such small European countries as Austria, Sweden and Switzerland. Some Canadian economists feel that Canada, too, must 'compete through quality' in the same way, but they warn us that this is not possible without the maintenance of a highly-trained corps of special management and artisan-workers...."

## TECHNOLOGICAL TRAINING MEET

Individuals trained in one part of Canada must be able to transfer to other parts of the country and their qualifications must be known, understood and accepted at par, Mr. Michael Starr, the Minister of Labour, told delegates recently at the opening session of a two-day national conference on technological training in Canada.

Representatives from labour, industry, education, provincial governments, professional and other interested organizations attended the meeting in Ottawa, which attempted to identify levels of technological training and to work towards co-ordination of the programmes providing training to this level in Canada.

### MANPOWER MOBILITY

Speaking of the importance of the mobility of Canada's manpower, Mr. Starr said that this would come about in part from the identification of levels of training and competency, with accepted standard requirements for each level. He referred to the many technological changes that had been taking place in industry and to the increasing need for highly-skilled personnel. "During recent years, the growth of scientific knowledge and the technological changes in business and industry have been so rapid that they have exceeded the wildest imagination", Mr. Starr said. Adding that Canada stood on the threshold of greater and more amazing technological change, he declared that Canadians "must constantly and continuously review the programmes which prepare our people for the world of work".

Professor William Bruce, Chairman of the Department of Mechanical Engineering, McGill University, told the gathering that Canada's contribution to and participation in recent world technological changes must be substantially increased if its manufacturing industries were to be self-sustaining, to retain a significant Canadian character, and to prosper. He referred to the misuse of engineers in jobs that could be filled by technicians, and said that there was a great demand for technicians to release engineers to do the jobs they were trained for. He spoke of the important task of the institutes of technology in providing an adequate supply of technicians and of the changing emphasis of university curricula toward more advanced forms of study in the fields of science and mathematics. Training of technicians, Professor Bruce added, is to complement university training, not to emulate it.

### LESS TRAINING ON JOB

D.B. Best, Superintendent of Personnel Services, Northern Electric Coma Company Limited, in his paper to the delegates, said that it had become "increasingly clear that it is no longer feasible for industry to take high-school and trades-school graduates and develop them to become technicians of the calibre required in the future". Mr. Best said that the day of training the technician on the job was disappearing because the amount of technical educa-

tion some high-school graduates possessed was not sufficient to meet the background requirements for technicians. He added that industry would look increasingly to the institute of technology for technicians and that industry generally would have to provide the further training needed to develop specialized technicians.

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## TCA STARTS U.S.-U.K. RUN

On May 5, Trans-Canada Air Lines inaugurated DC-8 jetliner service from Cleveland to London, England, giving Ohio's largest city direct air service with the United Kingdom for the first time. The Canadian carrier will operate one flight a week during May, with frequency increasing to four a week beginning in June.

The giant 127-passenger, 550-mile-an-hour jets will touch down at Toronto to pick up and disembark passengers in both directions. TCA now operates a trans-border service between Cleveland and Toronto with "Viscount" aircraft. This service will be retained.

The carrier will be the first air line to provide Cleveland with long-range intercontinental jet flights. It hopes to tap the large overseas market in the North-Central United States, which must now move over longer routes through East Coast U.S. gateways.

TCA will be able to offer Americans a faster one-stop through service from Cleveland than any other carrier, with the jet making the journey to London in less than eight hours flying time. It will also provide importers and exporters in the area with an air freight service 24 hours faster than any existing service, according to TCA officials.

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## WINNIPEG AIR TERMINAL

An \$8,933,409 contract has been awarded to the Commonwealth Construction Company Limited of Winnipeg for the final state of the Winnipeg air terminal, which is expected to be in operation by 1964.

The terminal building will consist of two blocks, linked by an enclosed bridge spanning the main approach road. An eight-storey administration block topped by the control tower will house the Transport Department's weather, telecommunications and air-traffic control services. A large two-storey building will provide for the smooth flow of travellers and baggage on two levels.

Ten aircraft - or six of the larger jets - may be simultaneously loaded or unloaded at the building. Waiting rooms will accommodate passengers at each of the eight gates. The terminal will have the health, immigration and customs inspection facilities required at a Canadian port of entry. Two earlier contracts for excavations, foundations and structural steel, totalling \$1,200,000, are almost complete.