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CANADA'S BUSTLING PORTS

Every year, nearly 150 million tons of water-borne cargo are handled by about 180 reporting harbours that serve the foreign and domestic trade routes of Canada. About 30 per cent constitutes shipments loaded for foreign markets, about 25 per cent consists of goods arriving from foreign ports, and about 45 per cent represents coastwise traffic. One-third of the total tonnage (about 50 million tons, made up of exports 34 per cent, imports 22 per cent, and Canadian coastwise trade 44 per cent), moves through the eight national harbours of Halifax, N.S.; Saint John, N.B.; Chicoutimi, Quebec, Three Rivers and Montreal, P.Q.; Churchill, Man., and Vancouver, B.C. Altogether 77 Canadian ports share in this water-borne movement of foreign commerce.

These facts are contained in an article prepared for the May 11 issue of "Foreign Trade" by Mr. W.C. Perron, Chairman, Canadian Port Committee, in collaboration with Committee members. The article goes on to point out that because foreign trade is so vital to our economic welfare and because it is important to encourage direct trade between Canada and other countries through Canadian ports, the Government of Canada has spent millions of dollars in developing these ports. Expenditures on capital account for the eight national harbours alone have reached over \$250 million. This money went to provide wharves, transit sheds, grain elevators, refrigerated warehouses, terminal railways, shore and

floating equipment--in fact, every facility essential to the efficient and economical operation of these ports.

The development of the national and other important Canadian harbours has gone forward with the expansion of Canadian waterways, railways, highways and airways--and this development is continuing. New construction recently completed or under way will give somewhat greater flexibility. Many of the ports are being geared to handle the increased volume of business which is expected with the opening of the St. Lawrence Seaway.

PORTS GIVE GOOD SERVICE

The earning capacity of a ship depends largely on the number of pay-voyages in a year, and turn-round time in port is therefore an important factor in ship operation. Each day in port requires an outlay of money with no compensating income from freights. Canadian harbours are noted for a high standard of efficiency that ensures quick turn-round. Cargo is carefully handled and dispatched promptly. Contributing to port efficiency are accessibility to shipping, adequate port facilities, good transportation services, and modern cargo-handling methods. For example, good pilotage, tug services where necessary, and efficient aids to navigation in the form of lights, buoys, and reporting stations for direct communication of vessel-movements, weather and other shipping intelligence enable

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ships to proceed from open water into the harbours and to their assigned berths without delay.

Port facilities combine efficiency with economy. They are designed to serve effectively the majority of the users and, in particular, to enable cargo to be transferred with minimum delay from or to deepsea ships to or from coastal and river craft, railway cars, transport trucks and, in some cases, pipelines. Long-term planning is stressed and trends in both ship design and traffic movements are carefully considered.

There are regular and frequent sailings to many overseas ports. Yearly departures in international seaborne shipping are now close to 35,000 and the ships are of such design, capacity and speed as to meet all reasonable requirements. To supplement direct services and at rates no higher than via the direct services, a number of shipping companies have trans-shipment arrangements at London, Antwerp, Cristobal, and other ports for shipments between Canada and countries to which direct sailings may be inadequate for certain trade movements.

Rail and highway transport services to and from Canadian ports are efficient and dependable, providing ship-side pick-up and delivery of shipments. Coastal shipping can meet all reasonable traffic demands.

The handling of cargo, including the loading and unloading of ships, railway cars and transport trucks, is well planned and managed and diligently performed. Unloading and loading of ships is co-ordinated with the loading and unloading of railway cars and transport trucks to avoid bottlenecks and congestion and delays to traffic. Mechanized methods are used wherever practical to increase efficiency and lower over-all costs. Canadian ports are notably free from labour difficulties.

SPECIFIC ADVANTAGES TO USER

Canada's northern trade routes during the summer season offer particular advantages in the movement of perishable goods such as packing house products, dairy products, fruits and vegetables. These northern routes provide lower air and water temperatures than the more southerly ones and, in so far as the North Atlantic is concerned, avoid the high temperatures in the Gulf Stream which make refrigerated stowage necessary.

Generally speaking, railway freight rates on shipments moving via Canadian ports are lower than or equal to railway rates via competing United States ports. The same statement applies to inland water and trucks rates. Ocean rates too are competitive as between Canadian and United States ports. During the past few years, Canadian railways have established through rail-and-ocean rates from interior points, particularly in Ontario, which--apart from the advantage of involving only one rate calculation--also means in many

cases lower charges than via competing United States ports.

The provision in Canadian railway export tariffs that any number of free deliveries may be made on a consignment to Canadian Atlantic ports also gives shippers a further advantage.

Railway car demurrage charges at Canadian ports are in many cases lower than at the competing United States ports. For example, free time at Canadian Atlantic ports is ten days, after which demurrage is charged at the rate of \$5.00 per car per day. This compares favourable with the Port of New York, where the free time is seven days and demurrage rate \$3.00 per car per day for each of the first four days and \$6.00 per day thereafter.

Through export bills of lading are in use from Canadian points of origin via Canadian ports but this privilege is not available on shipments from Canadian points via United States ports. With the exception of shipments to consular countries which require bills of lading to be visaed, the handling of bills of lading covering exports via Canadian ports can also be carried out more expeditiously than for shipments via United States ports. This means that exporters can avoid delays in negotiating their documents.

The carriers serving Canadian ports accomplish this by various methods. In the case of received-for-shipment ocean bills of lading, the inland office of the steamship company which generally does the booking receives from the shipper his ocean bill-of-lading instructions, prepares the ocean bill of lading, and forwards manifesting copies to the seaboard office. The seaboard office, in turn, telegraphs the inland office when the shipment has been received on the pier. The inland office then signs the bill of lading and hands it over immediately to the shipper.

On-board ocean bills of lading are handled in exactly the same way as received-for-shipment ocean bills of lading, except that the seaboard office telegraphs the inland office only when shipment is actually aboard the vessel.

The Canadian National Railways, Canadian Pacific Railway Company and Canada Steamship Lines Limited extend the through-bill-of-lading privilege to all ocean lines that request it. If a through bill of lading must be endorsed "on board", there are two methods of accomplishing this. Under one method the shipper hands over his originals to the inland steamship agent who, in turn, requests his seaboard agent to telegraph him immediately shipment is loaded on board, at which time the originals of the through bill of lading are endorsed and handed back to the shipper. Under the other method, the inland carrier's local agent who issued the bill of lading holds the originals in his possession and releases same to the shippers with the "on board" endorsement when he receives a telegram from his seaboard office. The latter method is prefer-

able at outlying points where there is no steamship representative.

ECONOMIC BENEFITS TO CANADA

The fullest possible development and use of Canadian transportation facilities and services for Canadian traffic benefits not only Canadian port interests but also the entire country.

At port level, for example, recent estimates disclose that on a postwar cargo liner of 8,700 tons gross and 5,100 tons net register, and inward general cargo of 3,571 long tons and outward general cargo of 7,142 long tons carried inland by railway, the combined vessel and cargo costs at an Eastern Canadian port approximated \$68,066. Of this amount, \$57,393 (or 84 per cent) involved labour charges. For each ton of cargo the combined costs were \$6.35 and labour costs \$5.36. The combined earnings alone of long-shoremen, freight handlers, watchmen and checkers at Halifax, N.S., and Saint John, N.B., are approximately \$9,000,000 a year, equal to the total retail sales price of over 3,000 Canadian automobiles in the lower-priced field. Add to this the combined salaries and wages emanating from operations of dock-yards, ship chandlers, shipping agents, forwarders, brokers and others and the total becomes impressive.

Port of Toronto News for January 1957 discussed the relation of the port to its community in the following way: "The relation of the port to its community is often misunderstood or overlooked. The work created in the handling of goods is only a small part of the benefit accruing. New markets created through the use of the port's facilities mean greater sales, more employment, higher pay-rolls, a better standard of living. These are difficult to measure accurately in dollars and cents but a report in the United States Department of Commerce Review of 1955 suggests the value of various commodities to a port. Relating this to the tonnage at the Port of Toronto for the record year 1956, we find a direct value to the port of \$22,000,000. Using the accepted economic principle of 'Free Economic Generation' this represents a total income to the port area of around \$66,000,000."

The development of Canada's transportation system with its railways, highways, airways, waterways and ports has strengthened and broadened the whole economy. With the complete co-operation of all interests, our transportation facilities and services will continue to expand and will bring maximum benefits to the entire country.

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DEMAND FOR PULPWOOD: An annual increase of at least a million cords in the utilization of pulpwood in Ontario is predicted by Lands and Forests Minister Clare E. Mapledoram.

Commenting on "a general and province-wide expansion in the pulp and paper industry through rebuilding and speeding up of present paper machinery" Mr. Mapledoram said:

"In any consideration of the expansion of the many industries dependent in whole or in part on our forests, the growth of the pulp and paper industry points very definitely towards Ontario's mounting prosperity and increasing employment.

"Perpetuation of our forest industries is dependent on continued productivity of our forest lands. In this regard we are making broad advances."

The Minister said that approximately 26 per cent of Canada's pulp and paper industry is located in Ontario, with upwards of 50 mills either operating or in course of establishment. These include some 19 pulp and paper mills, nine pulp mills and 15 paper mills, already in production.

Expansion in the industry in the past year, he said, has included contracts for construction of a new mill at Sioux Lookout by the Anglo-Newfoundland Development Company and the expansion of the Great Lakes and Abitibi mills at Port Arthur, and the paper mill and machines of the Ontario and Minnesota Company at Kenora, as well as the doubling of the capacity of the Dryden Paper mill at Dryden.

New paper-making machinery is being installed in the Great Lakes Paper Company mill at Fort William and a new paper machine is being installed also at the Abitibi mills at the Lakehead. These are expansions definitely under contract at present, the Minister said. Under this present expansion programme, he expected that pulpwood utilization would increase by a million cords annually.

The recent report of the Royal Commission on Canada's Economic Prospects predicted that the Canadian forest industry would nearly double production in the next 25 years.

It predicted that the United States demand then would be only half again what it is now but that other foreign demands would increase fourfold, and that the domestic demand would more than double.

More than 90 per cent of Canada's newsprint production now is exported, 80 per cent of it to the United States.

The Royal Commission estimated that the total cut of wood in Canada probably will increase by about 60 per cent by 1980 and states: "The future development of the Canadian forest industries rests in large part on their ability to maintain their competitive position in World markets."

"Within the past decade, forestry in Ontario has been undergoing a transition from the old economy into a new, more stable one," the Hon. Mr. Mapledoram said. "The old economy was one of forest liquidation. History teaches us that as a population increased, the necessity for cleared land grew. In the pioneering stage

of development, the abundance of trees made wood excessively cheap and encouraged extravagance.

"Throughout most of the nation's history, wood-dependent industries have drawn on virgin forests, a stockpile of raw material prepared and waiting for them. That economy is now coming to a close.

"The administration of timber lands is passing into a new phase in which dollar costs are incurred in timber production. Emergence into the new forest economy has been accompanied by unprecedented progress in the protection of forests from destructive agencies; the opportunity for using inferior species and materials; an increase in wood prices through reduction of natural supplies on which no cost of production need be charged; the development of a desire for permanent investment instead of speculative ones; and an extension of Government functions leading to the practice of forestry by the state on a large scale."

The Ontario Lands and Forests Department, having ascertained the exact composition of the forests through a forest resources inventory, had arrived at a basis of allowable cut that would ensure proper utilization and guard against quick depletion. The next step would be to provide for continued productivity of forest lands.

This, the Minister said, was the purpose of "Project Regeneration" which the Department embarked upon last year and which involves Division of Reforestation, Forest Protection, Research, Surveys and Timber Management.

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TREND REVERSED: Reversing the downward trend dating from 1931, the ratio of males to 100 females for Canada as a whole increased from 102 to 103 between 1951 and 1956, the Dominion Bureau of Statistics reports in a release based on final tabulations of 1956 Census data. The ratio was 107 males to 100 females in 1931 and 105 males to 100 females in 1941. Highest ratio in the records for all-Canada was 113 males to 100 females in 1911, which followed a period of heavy immigration.

Numerically the male population rose 54,650 more than the female population between 1951 and 1956. Males increased by 1,063,006 to 8,151,879 from 7,077,873 in 1951 and females by 1,008,356 to 7,928,912 from 6,920,556.

The rise in the ratio of males to females in the 1951-56 period was due to increases in Newfoundland, Nova Scotia, New Brunswick, Quebec, Manitoba and British Columbia. Ratios were unchanged in Prince Edward Island, Ontario, Saskatchewan and lower only in Alberta. The ratio was higher than in 1951 in the Northwest Territories but lower in the Yukon.

Highest ratios among the provinces and territories were those for the Northwest Territories (139) and the Yukon (130), and the lowest was Quebec's 100. The ratio for Saskatchewan was 109, Alberta 109, Newfoundland 106,

British Columbia 196, Prince Edward Island 194, Manitoba 104, Nova Scotia 103, New Brunswick 102, and Ontario 101.

Of 137 incorporated centres for which 1956 Census data are shown, 90 had majorities of males, Westmount showing the lowest proportion of males (75) and Port Alberni the highest (125). Ratios of males to females for some of the larger centres: Montreal North, 195; Calgary, 104; Edmonton, 100; Halifax, 100; Medicine Hat, 98; Vancouver, 97; Montreal, 96; Hamilton, 96; Toronto, 96; Regina, 96; Saskatoon, 95; Winnipeg, 95; London, 91; Saint John, 91; Ottawa, 90; Quebec, 88; and Charlottetown, 85.

The highest ratio of males for the metropolitan areas in 1956 was shown for Calgary (104) and the lowest for Quebec (92). Other ratios for metropolitan areas: Windsor, 102; Edmonton, 101; Halifax, 101; Vancouver, 99; Hamilton, 98; Victoria, 98; Toronto, 97; Montreal, 96; Winnipeg, 96; Saint John, 95; St. John's, 94; Ottawa, 94; and Quebec, 92.

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LOYALIST HONOURED: A bronze tablet to the memory of the Hon. Edward Winslow, one of the Loyalist founders of New Brunswick, was unveiled on May 16 in the Bonar Law-Bennett Library of the University of New Brunswick at Fredericton. The tablet was provided by the Department of Northern Affairs and National Resources on the recommendation of the Historic Sites and Monuments Board of Canada.

Professor Mason Wade of the University of Rochester, author of a number of distinguished works in Canadian history, was principal speaker at the unveiling ceremony. President C.B. Mackay of the University of New Brunswick presided at the ceremony, and Mr. J.J. Frazer Winslow, descendant of Edward Winslow and senior member of the family, unveiled the tablet. Dr. A.G. Bailey, New Brunswick member of the Historic Sites and Monuments Board, represented that body.

Born at Plymouth, Mass., in 1746, Edward Winslow served as Muster-Master-General of the Loyalist forces in the Revolutionary War, and supervised the settlement of the disbanded regiments in the St. John River Valley in 1783. He was one of the founders of New Brunswick and of the City of Fredericton, and was appointed a member of the King's Council in 1784. The Loyalist leader was appointed to the first council of the College of New Brunswick in 1800, and to the Supreme Court of New Brunswick in 1807. In 1808, he was head of the New Brunswick government. He died at Kingsclear, N.B., in 1815.

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SEWING MACHINES: Some 31 per cent of households had electric sewing machines in 1956 according to the Dominion Bureau of Statistics, up from the preceding year's 28 per cent, but fewer had the foot-treadle type--35 per cent versus 37 per cent.

RECREATION IN ALBERTA

Provincial Government grants to communities employing a full-time recreation director, or part-time leaders, have aided 14 Alberta centres in establishing programmes providing services and recreational opportunities for all age groups. The community recreation movement is growing rapidly in Alberta, reports the publication "Within Our Borders", and more than 40 centres have a recreation programme of some magnitude.

The Community Recreation Bureau of the Department of Economic Affairs assists communities in establishing a recreation programme. Professional personnel guide local leaders and administrators, and suggest activities to meet specific or general needs.

Grants ranging from \$1.00 per hour to \$4.00 per week for certified recreation leaders, and from \$300 to \$1,000 per year for a qualified superintendent of community recreation are available through the Bureau. To be eligible for the maximum grant, the superintendent should have a university degree in recreation, physical education or an allied field, and two years successful field work.

Recreation leadership training, leading to recognized certification, is available at four-week courses conducted each summer at Red Deer. Sponsored by the Bureau, the school is staffed by professional personnel. Complete training calls for attendance at the course two successive years.

A recreation board or commission oversees the recreation programme in its own community. Such boards investigate the recreational needs of all age groups in their areas and make plans to fill these needs. Operation and supervision of programmes at playgrounds, athletic fields, and other public recreation areas also fall within the scope of the board's activities. The board also works in close co-

operation with the community's church, school and service organizations to avoid duplication of programmes.

Typical recreation programmes may include supervised competitive sports, camping, singing, drama, recreational dancing, basketball, bowling, badminton, curling and figure skating instruction. Adult handicraft instruction includes leather-carving, fibre-flower craft, metal tooling, plastic lacing and wood carving. Choral, drama and music appreciation workshops are also popular with adults.

Supervised playgrounds, complete with paddling pools, are being built in more and more Alberta communities. Youngsters happily pass many hours of the summer months at these havens.

Highlight of many of the programmes is an annual social night, at which awards are presented for the year's work and handicrafts displayed.

Such recreation contributes to the physical and mental well-being of participants, and provides an opportunity for expressive and joyous living. Recreation is defined as leisure time activity in which an individual engages from choice, because of the enjoyment and satisfaction it brings him.

The growth of community recreation programmes is spreading throughout the province. Officials are confident that in the near future all Alberta cities, towns and villages will have qualified directors and leaders, and a wide variety of recreation activities available to their citizens.

Communities which now have organized programmes include: Red Deer, Edmonton, Calgary, Lethbridge, Wetaskiwin, Camrose, Stettler, Peace River, Nanton, Carmangay, Nobleford, Standard, Rimbey, Black Diamond, Wembley and Grimshaw.

INCREASED SALES: Consistent quarterly gains in both cash and credit sales brought the annual totals in 1956 to an estimated \$9,012,200,000 and \$5,076,500,000, respectively, the Dominion Bureau of Statistics reports in its quarterly report on retail credit. Cash sales were up 8 per cent from last year's \$8,348,300,000, and credit sales rose 6.6 per cent from 1955's \$4,763,600,000.

Credit outstanding at year's end was at an unprecedented high of \$982,500,000, comparing with \$924,600,000 a year earlier, and resulted from a net change of 4.5 per cent since September 30 last. The rate of increase in new credits over repayments was slower than a year ago, but customers were \$57,900,000 deeper in debt than on December 31, 1955.

Cash sales in the full year 1956 accounted for an average of 64 per cent of total sales, up from 63.6 per cent in the preceding year,

but instalment sales fell to an average of 12.9 per cent from 13 per cent and charge sales to 23.1 per cent from 23.4 per cent. At the end of the year instalment receivables accounted for 42.2 per cent of the year-end total versus 41.3 per cent a year earlier and charge receivables for 57.8 per cent compared with 58.7 per cent.

General gains were posted in cash sales among the trades in 1956 as compared with the preceding year: independent grocery and combination stores, \$1,180.7 million (\$1,103.8 in 1955); motor vehicle dealers, \$821.7 (\$764.5); department stores, \$771.3 (\$710.8); garages and filling stations, \$531.7 (\$513.1); general stores, \$377.6 (\$360.1); furniture, appliance and radio stores, \$180.0 (\$166.7); women's clothing, \$185.3 (\$172.8); men's clothing, \$171.2 (\$161.0); hardware, \$170.2 (\$157.6); family clothing stores, \$149.3 (\$142.5);

ELECTION CAMPAIGN

Three of the four main speakers on last week's political telecasts focussed their attention on the tax policies of the federal government. Finance Minister Walter Harris was spokesman for the Liberal Party, which is seeking a return to power in the June 10 general election, and the views of the three other parties were presented by their leaders, Mr. John Diefenbaker, Progressive Conservative, Mr. M. J. Coldwell, CCF, and Mr. Solon Low, Social Credit.

The Liberal Cabinet Minister dealt with federal-provincial tax-sharing arrangements, whose object, he said, is to provide stable provincial revenues which will enable all the provinces to provide a Canadian standard of provincial services without punitive taxation. Mr. Harris termed the present tax-sharing plan "the best plan yet devised for dividing revenues fairly between the federal and provincial authorities". In further reference to federal tax policies, Mr. Harris said "since the last election we have not had to increase any taxes. We have taken care of the expanding needs of the country, including very heavy defence expenditures, and at the same time reduced tax rates which applied to present circumstances amount to a reduction in taxes of \$475 million a year. And we have also reduced the net debt of Canada by \$165 million." Mr. Harris went on to enumerate the many ways in which federal expenditures had been increased to enable progress to be continued, and said that the expanded economy and larger population had enabled the government to increase expenditures without raising the tax level.

Mr. Diefenbaker, Progressive Conservative leader, predicting a Progressive Conservative victory in the forthcoming provincial election in Manitoba, said that today three Canadian provinces--Ontario, New Brunswick, and Nova Scotia--have Conservative premiers, and that more than six and a half million Canadians live in these provinces, compared to just over one million in the three provinces under Liberal administration. Mr. Diefenbaker said there is a national trend toward the Progressive Conservative Party, that there has been a protest at the provincial level against the one-party domination "which has developed so alarmingly during the last 22 years of Liberal rule in Ottawa", and that the national party was being called upon by the people of Canada "to voice their protest against arrogance in office, the concentration of power by over-taxation, the denial of basic democratic rights, and callous disregard for the needs, hopes, and aspirations of all who fall into their power". The speaker appealed

to Canadians "to unite with us of the Conservative Party in this crusade to restore Government which will be the servant and not the master of the people".

CCF policy differs sharply from the Liberals and from all other parties on how money for government expenditures should be raised. Mr. Coldwell stated. Any tax reduction should be confined to the lower income groups, the CCF leader said, special tax concessions to privileged groups should be eliminated, and the special deductibility of dividends abolished. Also, he said, there should be a capital gains tax "on huge speculative profits". Pointing out that a working man pays income tax strictly according to the rules providing a basic exemption for himself and his family, plus a few deductions for charity and medical expenses, the speaker said that everything an investor takes in the way of capital gains is free, as are his dividends "up to something over \$11,000, because of the 20 per cent deduction he can make from his income tax". The CCF leader said the two per cent levy on personal income used to finance old age security was most unjust, as it does not take into account ability to pay and makes those who are in the greatest need of the security pay the most in order to get it. The sales tax should be removed from a wide range of necessities, Mr. Coldwell stated.

According to Mr. Low, of the Social Credit Party, the Canadian people were overtaxed by half a billion dollars in 1956-57. This figure, he said, represents the revenue surplus reported by the government together with an additional \$106 million allocated at the end of the year for non-essential purposes. "If the government had been prepared to return this surplus to you, the Canadian people", Mr. Low said, "it would have been possible to reduce the income taxes by thirty per cent". Pointing out that when a government is guilty of excessive taxation there is always strong temptation to use the surplus revenues for frivolous or non essential expenditures, the Social Credit leader said the Liberal Government had been guilty of going a long way in this regard. Advocating immediate reductions in income tax, Mr. Low said the basic exemption should be increased by fifty per cent, and that full medical expenses for any member of a family who is ill should be exempt from taxation. Mr. Low said that the sales tax should be removed from a long list of essential items necessary for every day living, and criticized the Liberal Government for merely reducing the taxes on non essential items, as was the case in the last budget.