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Transportation year-end review

New air routes between Canada and the United States, a go-ahead for a short-take-off-and-landing (STOL) aircraft service and a major revision to Canada's shipping laws were highlights of a crowded calendar year for the Ministry of Transport in 1973.

Everything from studies for nuclear-powered icebreakers to 300 mph trains and airport projections to the year 2000 were being discussed as 1974 was being ushered in.

Pollution, ecology, environmental planning — words of the Seventies — were in the forefront and programmed into new legislation affecting the lives of all Canadians whether they travel by sea, air or surface routes.

Canada and the U.S. established 47 new air routes between the two countries in the largest such agreement in the history of the world civil aviation. In a major policy announcement, the Ministry also defined new international civil aviation guidelines to "divide the world" between Canada's two main air carriers.

On the operational side, the Canadian Coast Guard Ship *John Cabot* performed the deepest sea rescue mission in maritime history on September 5, 160 miles southwest of Cork, Ireland, when it hoisted the mini-submarine *Pisces III* that had lain for three days 1,500 feet deep on the ocean floor.

A STOL experimental service was approved between Montreal and Ottawa to go into operation next spring for a two-year period. The aircraft, designed for operation on short runways, together with a special avionics system, may solve the problem of quickly transporting travellers from the centre of one city to another.

A \$3.7-million program to improve and expand air-navigation aids in the North was initiated in 1973.

On July 23 the Federal Government and the Government of British Columbia undertook jointly to develop railways, ports and resources at a cost of \$325 million. The agreement includes the



Ministry of Transport photo

The Twin Otter short-take-off-and-landing aircraft, which will be used in a two-year experimental service between Ottawa and Montreal, flies over the nation's capital.

building of five railway lines and a large-scale port development at Prince Rupert.

Shipping laws

Major maritime legislation and policy were announced in July with the tabling of a bill to revise Canada's shipping laws. The new Maritime Code Act recognizes the substantial increase in the use of water transport in Canada for both commercial and recreational purposes. It also recognizes the need for protection of the rights of all Canadians with respect to the economic, sociological and environmental results of that expanded use.

In another important maritime statement, the Federal Government decided to withdraw from the British Commonwealth Merchant Shipping Agreement and reserve Canadian coastal shipping to Canadian flat vessels. Safeguards will be built into the implementation of the decision to safeguard the economies of the Atlantic Provinces.

Serious damage to the environment was averted in six major oil spills that occurred in 1973 through action taken by MOT officers under national pollution contingency plans. Thirty minor spills were also contained. Oil-pollution contingency equipment is now deployed in strategic areas of Canada, along eastern, western and Arctic waters.

The design for a new 7,000-ton icebreaker was completed in 1973. The Ministry proposes to build four of this type to operate in the Gulf and St. Lawrence River in the winter and in the Arctic during the summer. The first construction contract was to be let in early 1974. The Ministry also plans to call tenders for a nuclear propulsion study of a polar icebreaker. The Canadian Coast Guard now operates a fleet of 22 icebreakers.

More than 100,000 tons of cargo were shipped to some 60 sites in the Eastern Arctic during the annual resupply of Arctic outposts and Dew-line bases during the summer by 14 Canadian Coast Guard ships.

Western Arctic points are supplied through the Crown-owned Northern Transportation Company Ltd, which reports to the Minister of Transport and uses the Mackenzie River system. In July, a convoy of seven tugs and 25 barges, the largest to travel to the North, left Vancouver on a month-long,



Press Association photo

The deepest sea rescue in maritime history ended successfully when the Canadian Coast Guard Ship John Cabot hoisted to safety the British mini-sub-

4,800 mile voyage along the British Columbia and Alaska coasts transporting \$20 million in new equipment to the Mackenzie River area.

Ministry researchers have discovered new applications for hovercraft. They found that an air-cushion vehicle can break ice as thick as 27 inches contin-

uously while moving at about four or five miles an hour. The hovercraft carries a crew of two and an engine of less than 2,000 horsepower. To achieve similar results, an icebreaking ship would have a crew of more than 50 and engines of more than 10,000 horsepower.

Construction program

The Ministry will invest \$8 million to replace existing wartime buildings and provide new facilities for the Coast Guard College in Point Edward, Nova Scotia. Also announced were plans for the establishment of a Canadian transport training institute to be set up in Cornwall, Ontario.

Construction program

A \$12.5-million railcar ferry will be constructed for the Ministry of Transport to operate between Newfoundland and Nova Scotia. This is the first step in a major program designed to upgrade ferry services on the East Coast.

Construction continued on the new Montreal International Airport, slated to open in 1975. Some \$70 million in contracts were awarded during 1973 towards the construction of the airport. One runway is almost completed, another is well under way.

Announcements were made to expand facilities at the Calgary, Saskatoon, London, Regina and Quebec City air-



Ministry of Transport photo

Keeping the nation's airways safe is the job of Canada's air-traffic con-

trollers, who are aided by modern, automated equipment.

Contribution to the Canadian Association for Latin America

The Secretary of State for External Affairs, Mitchell Sharp, presented on January 9 a cheque for \$45,000 to the Canadian Association for Latin America (CALA) to assist CALA expand its activities and size of its membership in 1974.

CALA, created in 1969 to co-ordinate the activities of Canadian businesses, industries and individuals pursuing interests in Latin America, has about 90 corporate members and maintains an office and information centre in Toronto. It has established useful contacts in Latin American countries and in inter-American institutions. The Mexican-Canadian Bilateral Businessmen's Committee created by CALA has been successful and similar committees

will be organized with other countries of the area.

In 1973, under a \$10,000-contract from the Department of External Affairs, CALA organized a series of seminars in some of the principal Canadian cities to stimulate Canadian interest in Latin America. The response was very encouraging.

CALA has planned a major conference to be held in Toronto in June 1974 (CALA IV), which will offer Latin American businessmen and officials the opportunity to learn more about Canadian industrial potential, and also a reciprocal conference in 1975 in Latin America (CALA V) designed to introduce Canadian companies to the opportunities existing in the region.

Fresh approach to automobile-emission control

Much of the reason for a disproportionate increase in gasoline consumption can be attributed to the emission-control devices and new engine designs used by automobile manufacturers because of severe government regulations.

Using a 1969 automobile, the researchers plan to show that it is feasible to meet 1974 Canadian and United States emission standards by modifying engine and exhaust parts. This will eliminate the need for any "add-on" devices or expensive

Amendments to the Motor Vehicle Safety Regulations

Steps to increase safety on Canadian buses are included among proposed amendments to the Motor Vehicle Safety Regulations, Transport Minister Jean Marchand announced in January.

Windows and emergency exits on all buses manufactured after September 1, 1974 must meet new minimum requirements. A very high percentage of bus-passenger fatalities have involved ejection from windows.

Effective February 1 fan controls will be added to the other essentials that must be labelled and illuminated in cars, trucks and buses.

Reductions of noise levels of some

45 to 60 per cent in all Canadian automobiles, trucks and buses will be effective on January 1, 1975.

It is proposed, effective January 1, 1975, to make motor-cycles more conspicuous by requiring the headlamps to be continuously illuminated even in daytime.

Another proposed standard specifies requirements for the location, operation, identification and illumination of motor-cycle controls, and for motor-cycle stands and foot rests.

Lighting standards for snowmobiles will require, effective February 1, 1975, the installation of more powerful and improved headlamps.

This is the opinion of Dr. John Wilson, a professor in the Department of Metallurgical Engineering at Queen's University, Kingston, Ontario. With help from Bob Fraser, a final year Mechanical Engineering student, Dr. Wilson has been working on what he terms a "fresh approach" to the emission-control controversy.

exhaust systems without reducing power and economy of operation.

In an outline of his study, Dr. Wilson concludes that the long-term answer to the emissions and fuel-consumption problems is to use smaller high-compression engines of higher thermal (energy conversion) efficiency with appropriate modifications to carbura-

tion, cam timing and exhaust configuration. This, according to Dr. Wilson, means reversing the trend of low-octane gasoline production. High-compression engines must burn higher octane gasoline.

Japan prize for school broadcast

Alberta School Broadcasts has won an honourable mention in the international educational program contest, The Japan Prize, for the program, *What you've always wanted to know about the establishment*, produced in co-operation with CBXT, Edmonton. The IXth Japan Prize was held in Tokyo in October. Alberta School Broadcasts won the Jury's Prize in the 1972 competition for their program, *Bill before the house*. Both winning programs are from the series, *From citizen to citizen*.

The Alberta program is the only Canadian entry to have been recognized among the eight major winners and the three honourable mentions. *What you've always wanted to know about the establishment* (or *Dial 9 to get out*) was produced at the Canadian Broadcasting Corporation under the direction of Keith Newman, and has been viewed by senior high school students on television. It is also available to Alberta schools on videotape.

Students are encouraged to discuss the meaning of the establishment, viewed with a lighthearted approach in this program. Theories about the growth and development of the establishment in Canada are illustrated by film animation, dramatic sequences and graphics.

The top Japan prize went to ZDF, Mainz, Federal Republic of Germany, for an adult education program *Emergency test*, emphasizing the need for awareness of high accident rate, and testing knowledge of first aid.

The Jury's Prize, which was won last year by Alberta School Broadcasts for *Bill before the house*, has been given to Zagreb, Yugoslavia, for a primary literature program, adapted from a fable by Ivo Adnric, the 1961 Nobel Prize winner.

Three honourable mentions were awarded: Radio Sweden, *Primary Education in psychology-communications*; Alberta School Broadcasts, *Secondary education social studies*; and Brussels, Belgium, for *Adult education in science*.

Exploration research program for Alberta tar sands

Premier Peter Lougheed of Alberta announced on January 14 the creation of the Alberta Oil Sands Technology and Research Authority, which will be funded with \$100 million for new research in the extraction of oil from the tar sands in the northern part of the province. Although the sands are said to contain some 900 billion barrels of crude bitumen the present methods of surface mining will produce only 26.5 million barrels of oil.

An extract from Mr. Lougheed's statement follows:

I have charged this project with the important and major responsibility to achieve as rapidly as possible the breakthrough in research and technology that is essential to guarantee production of that part of Alberta's oil sands that cannot be recovered through a surface-mining process. It is essential that these deep-seated oil sands become an accepted, reliable and a proven part of the Alberta, Canadian and world energy supply, since mining

operations such as Great Canadian Oil Sands and Syncrude will only be able to develop approximately 10 per cent of the synthetic crude potentially recoverable from the oil sands.

As an initial step in our energy breakthrough project, we have today created the Alberta Oil Sands Technology and Research Authority. It will be through this Authority that the knowledge to harness our full Alberta oil sands potential can be accumulated....

In recognition of the magnitude and importance of its task, we are also today committing to the Authority a \$100-million dollar "breakthrough fund" to be available for research and technology over the next five years in meeting the challenge we have given the Authority.

A little background at this time may allow a better appreciation of the significance of today's announcement.

The Alberta Oil Sands form the largest known reserves of petroleum compounds in the world. The deposits are found in four areas of Northern Alberta and together contain 900 billion barrels of crude bitumen. If even one third of this crude bitumen could be recovered and processed it would yield approximately 225 to 250 billion barrels of "synthetic" crude oil, which is equal to nearly half of the world's known reserves of conventional crude oil....

Labour force occupations

Information collected on the labour force in the 1971 census shows that 7,889,700 workers indicated their occupation and 737,300 did not.

The labour force included persons 15 years of age and over who, during the week preceding the census, worked for pay or profit, did unpaid family work, looked for work, were on temporary layoff or had jobs from which they were temporarily absent.

Inmates were excluded from the labour force as were, for the purposes of occupation data, persons looking for work who had never worked or who had not worked since January 1, 1970.

Categories for clerical and related occupations and service were the most numerous, accounting respectively for 17 per cent (1,373,600) and 12 per cent (969,900) of the force.

Three occupational categories contained 31 per cent of the male labour force — sales, service and construction trades including, respectively, 11 per cent (568,000), 10 per cent (521,900) and 10 per cent (563,400) of the male labour force.

The female labour force represented 34 per cent of the total labour force. The clerical and related occupations contained 36 per cent (940,200) of the female labour force.

Labour force* 15 years and over, by occupation major groups and sex for Canada, 1971

Occupation group	Total	Male	Female
All occupations	8,626,900	5,665,700	2,961,200
Managerial and administrative	372,200	313,900	58,300
Natural sciences, engineering and mathematics	234,100	217,000	17,100
Social sciences	79,100	49,500	29,500
Religion	23,600	19,900	3,700
Teaching	349,300	138,200	211,100
Medicine and health	326,600	83,900	242,700
Artistic, literary and recreational	80,500	58,600	21,900
Clerical	1,373,600	433,400	940,200
Sales	815,700	568,000	247,800
Service	969,900	521,900	448,000
Farming and animal husbandry	512,200	405,300	106,800
Fishing, hunting and trapping	27,200	26,700	500
Forestry and logging	67,300	65,800	1,400
Mining and quarrying, including oil and gas	59,200	58,800	400
Processing occupations	334,700	275,200	59,600
Machining	240,900	227,300	13,700
Product, fabricating, assembling and repairing	634,400	484,100	150,200
Construction trades	568,600	563,400	5,100
Transport equipment operation	338,400	330,200	8,200
Materials handling	205,800	165,400	40,500
Other crafts and equipment operating	108,800	95,300	13,500
Occupations not elsewhere classified	167,600	145,900	21,700
Occupations not stated	737,300	418,000	319,300

* Excludes persons looking for work, who last worked prior to January 1, 1970 or who never worked.

Visit of ECE Executive Secretary

Mr. Janez Stanovnik, Executive Secretary of the Economic Commission for Europe, visited Canada on January 16 and 17. During his stay in Ottawa, Mr. Stanovnik met with the Secretary of State for External Affairs, Mitchell Sharp, Industry, Trade and Commerce Minister, Alastair Gillespie, and Energy, Mines and Resources Minister Donald Macdonald. He also had discussions with senior officials from other government departments.

The Economic Commission for Europe is a United Nations body reporting to the Economic and Social Council (ECOSOC) of the United Nations. It was founded in 1947 to initiate and participate in measures for facilitating concerted action for the economic reconstruction of Europe and for maintaining and strengthening the economic relations of European countries both among themselves and with other countries of the world. Begun as an experiment, the ECE has become a permanent institution of the United Nations — a centre for the promotion of trade, for the exchange of technical information and for research on, and analysis of, economic developments in the region.

Canada became a member of the ECE in July 1973. Membership was sought in order to strengthen economic relations with the countries of Eastern and Western Europe. Prior to obtaining full membership, Canada regularly attended a number of meetings of ECE committees as an observer.

Standard paper sizes

The Canadian Government Specifications Board (CGSB) has been requested by the Standards Council of Canada to develop a national standard for paper sizes, which is expected to be available by the end of 1974.

The Standards Council has asked that the CGSB take into consideration the existing practices in Canada, the United States and the European Economic Community, as well as other national and international standards. The CGSB will also take into account the work being done on paper sizes by the Steering Committee 8 of the Metric Commission, representing paper and forest products.

To achieve maximum cross-section of interest, a technical committee has been established composed of representatives of 26 organizations. These represent hundreds of individual companies and will allow the committee to draw upon the metric-conversion experience of other countries in providing an appropriate voluntary standard for Canada.

Professor invited to 125th German Parliament

An invitation to present the opening lecture on the occasion of the 125th anniversary of the first German Parliament in Frankfurt, Germany recently took a University of Calgary history professor back to his homeland and into the thick of debates with other German historians and students on some of his favourite topics.



Professor U.F.J. Eyck

When Professor Frank Eyck published his book on the first German Parliament, in 1968, *The Frankfurt Parliament 1848-1849*, he could not have envisaged that some years later he would be honoured with the task of opening a year-long commemorative lecture series sponsored by the Frankfurt Society of History.

While in Germany he also delivered lectures at the Universities of Bielefeld and Mannheim.

Professor Eyck's work has won him other accolades in the past including a German Academic Exchange Service Award in 1962, a British Academy Award in 1965 and a Canada Council Grant for research in 1969.

Canada-U.S.S.R. trade pact

The Secretary of State for External Affairs, Mitchell Sharp, exchanged on January 15 instruments of ratification of the protocol to renew the Canada-U.S.S.R. Trade Agreement with Ambassador Y.N. Yakovlev of the Soviet Union. The protocol, which was signed in February 1972 in Moscow extends the trade agreement of 1956 by which both countries grant each other most-favoured-nation treatment. The agreement also provides for annual consultations between Canada and the U.S.S.R. on matters relating to trade.

In 1972, Canadian exports to the U.S.S.R. were valued at \$282 million, an increase of more than 100 per cent over the 1971 figure of \$128 million. Canada's major exports to the U.S.S.R., other than grains (which account for 90 per cent of the total) include miscellaneous motor vehicles, cold rolled steel and rayon yarn. Canada imported \$15-million worth of goods from the U.S.S.R. in 1972, of which cotton products, radioactive elements and isotopes, and wooden household furniture constituted the major elements. Non-agricultural trade between the two countries is approximately in balance.

Mr. Sharp stated that he hoped the agreement would lead to increased trade, particularly in Canadian technological goods.

Korea-Ontario trade possibility

Ontario may have gained a valuable inroad into the Korean market, following a visit there in December of one of that country's industrial experts.

Dr. Shin Dong Shik, president of Korea's Maritime Industry Research Institute, who was in Ontario as a guest of the provincial government, concluded a series of meetings with consulting engineering and manufacturing firms as well as banking institutions specializing in heavy industry.

He was investigating the possibility of establishing joint venture arrangements with Ontario firms.

Dr. Shik, who is also chairman of the Korea Maritime Consultants Company, has been interested for quite some time in meeting trade development officers and Ontario firms with respect to shipyard construction, ship owner-

ship/operation, the electrical and the petrochemical industry as well as manufacturing related to the maritime industry.

Similarly, a number of Ontario firms have been interested in Korean ventures, but have so far been unable to make suitable contacts.

Ontario officials are confident these meetings will be the beginning of greater business co-operation with Korea and other Asian countries.

Trade in energy materials

Canada's exports of energy commodities during the first ten months of 1973 increased 41 per cent to \$1,995 million from \$1,417 million during the same period for 1972. In 1973, more than 92 per cent of these energy exports went to the United States, including all exports of crude petroleum, natural gas and electricity. Deliveries of 352 million barrels of crude petroleum amounting to \$1,193 million accounted for 60 per cent of energy exports and represented an increase of 44 per cent in value from \$827 million shipped in 1972. In comparison, natural gas increased only 12.5 per cent to \$285 million. Higher percentage gains were recorded in exports of electrical power, which increased nearly 56 per cent in value to \$88 million, and of radioactive ores, which rose two and a half times to \$45 million. Shipments of fuel oils to the U.S. gained \$35 million in value and 30 per cent in volume to 1,204 million gallons. Gasoline exports rose tenfold to 140 million gallons, representing a rise in value of \$28 million.

Coal represented well over 80 per cent in value of the exports of \$154 million to overseas countries. Coal

shipments to Japan alone increased in the ten months of 1973 to \$127 million from \$86 million during the same period in 1972. The unit value of coal at the mine-head rose to \$14.04 a ton from \$12.38 a ton in October 1972.

Imports

Canada's imports of energy commodities during ten months of 1973 totalled \$1,024 million, an increase of 17.5 per cent from the \$870 million imported during the same period of 1972. This increase was almost wholly from increased imports of crude petroleum. They rose 29 per cent to \$749 million in 1973 from \$579 million in 1972. Most other energy purchases remained practically unchanged. Coal and coke imports declined slightly to \$156 million from \$163 million, while fuel oil imports rose fractionally at \$96 million.

Crude petroleum accounted for nearly 75 per cent of energy commodities imported. While the value of crude petroleum imports rose some 29 per cent, the volume increased only half as much — 14.5 per cent from 240 million barrels. This reflected the increase in price per barrel from an average of \$2.41 in January 1972 to \$2.44 in October 1972 and \$3.26 in October 1973. During the first ten months of 1973, Venezuela provided half (compared with 53.5 per cent in 1972) of this petroleum, while 27.5 per cent (26 per cent in 1972) came from Persian Gulf countries. Somewhat under two-thirds in value of crude petroleum imports in 1973 was landed in Quebec, 23 per cent in Nova Scotia and 12 per cent in New Brunswick.

During the first ten months of 1973, Canada exported nearly twice as much energy material as imported, and was a net exporter in every category except coal and coke. Canada recorded a large surplus of \$1,653 million in trade with the U.S., in part offset by a deficit of \$682 million with overseas countries. The net surplus in 1973 was \$972 million compared to \$547 million in 1972. Energy exports made up 10 per cent of all exports and the trade surplus of \$972 million made up 84.5 per cent of Canada's total trade surplus. The export balance of \$1,653 million with the U.S. was three and a half times the total trade surplus with that country during the first ten months of 1973.

Weekend hockey scores

National Hockey League

Results January 19

Boston 8, Montreal 0

Minnesota 5, Toronto 3

Buffalo 2, NY Islanders 2

Detroit 5, St. Louis 2

Philadelphia 2, Los Angeles 0

Results January 20

Montreal 3, Detroit 2

Boston 5, Los Angeles 2

Buffalo 6, California 4

Chicago 7, Vancouver 2

Pittsburgh 5, Philadelphia 3

St. Louis 3, Atlanta 1

World Hockey Association

Results January 19

New Jersey 5, Vancouver 4

Los Angeles 3, Houston 2

New England 5, Minnesota 2

Chicago 5, Quebec 2

Results January 20

Edmonton 5, Cleveland 2

Winnipeg 9, New Jersey 3

Vancouver 3, Los Angeles 0

Toronto 8, New England 4

Transportation year-end review

(Continued from P. 2)

ports. The Ministry also gave \$1.9 million in financial assistance to local airports.

The Government approved the expenditures of \$18 million, the first of a three-phase \$74 million plan to computerize and eventually automate air-surveillance control.

Of all the improvements and innovations brought to the St. Lawrence Seaway system since its inception in 1959, none has attained the magnitude of the Welland By-Pass Channel which was officially opened on July 14. The new 8.3-mile by-pass, built at a cost of \$188 million, replaced the narrow, winding 9.1-mile section of the existing canal which cuts through the City of Welland.

A major disappointment to the Ministry of Transport in 1973 was the failure by members of the Montreal-based International Civil Aviation Organization (ICAO) to draw up international legislation against air piracy during a meeting in Rome last September.

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Ähnliche Ausgaben dieses Informationsblatts erscheinen auch in deutscher Sprache unter dem Titel Profil Kanada.