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WINTER ENDS FOR ICEBREAKERS

Icebreakers of the Canadian Coast Guard are just about ready to call it a season after a winter in which ice conditions in the Gulf of St. Lawrence were reported "moderate to occasionally heavy" by the Department of Transport Ice Operations Office at Sydney, Nova Scotia. The Gulf is now practically clear of ice, with the exception of an area in the vicinity of Cape Breton Island. In the 1961-62 season, icebreakers were still clearing some ports as late as May 28.

During the past season, up to April 15, a total of 236 reports of commercial vessels in the Gulf were recorded by the Ice Operations Office, compared to 216 in the same period of the previous winter. Coast Guard icebreakers answered 131 calls for assistance from commercial vessels, compared to 271 calls in the previous winter. In addition, they assisted five fishing vessels and four sealing ships, and took part in four search-and-rescue operations.

PASSAGE IN WINTER

Throughout the season there were considerable areas of open or partly open water in the Gulf, though from time to time storms caused one sector or another to become jammed with ice and ships had to be escorted by the icebreakers. All through the winter, many ice-reinforced ships were able to make their way across the Gulf with no more than routing instructions from the Ice Operations Office.

At no time did conditions become as difficult as in the previous winter, when prolonged bitter

weather resulted in an almost complete freeze-up between Newfoundland and the mainland. After March 15, icebreaking assistance was necessary in Maritime and Newfoundland waters only.

A total of 82 aerial ice-reconnaissance flights were made by the Transport Department's Meteorological Branch ice observers to provide information used in routing vessels so they would not require icebreaker help, and in planning the deployment of the icebreaking fleet.

From March 15 onward, an open-water route was available from the Atlantic right up the St. Lawrence River. Before that date, 18 ships proceeded from the open ocean to ports west of Baie Comeau, compared to 16 in the corresponding period of the year before. Four of the 18 reached Montreal East, the remainder going to Quebec or Trois Rivières. Many of these vessels proceeded unescorted, either because an open-water route was available or because their ice strengthening permitted them to negotiate such ice as existed at the time. Some took advantage of the anti-flooding ice-breaking programme that had been carried out by the Department of Transport below Montreal for the past 35 years to make their way up-stream as far as Montreal East.

In April, when the "batture" ice became dislodged from the shores of the St. Lawrence, a number of vessels were delayed for a time as a result of ice conditions.

The DOT does not provide icebreaking assistance to ships inbound from the Atlantic, west of Baie Comeau, other than ice-strengthened ships

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going no further than Quebec. Ships venturing further did so by waiting until the flood-prevention work had opened a channel. Ice jams provide a recurring flood menace to low-lying parts of Montreal, since the ice "rafts" at times right to the river bottom and holds back the water. Removal of this danger has been a regular programme of the Department ever since the disastrous Montreal flood of 1928.

TASKS AND SHIPS

Coast Guard icebreakers participating in the season's operations were, in the Gulf of St. Lawrence, CCGS "John A. Macdonald", CCGS "Labrador" and CCGS "d'Iberville" and, in Newfoundland waters, CCGS "Sir Humphrey Gilbert". In the Quebec-Sept Iles area, aiding Canadian coastal vessels, clearing ice jams from the Quebec bridge over the St. Lawrence, and keeping open the Quebec-Levis ferry channel, were CCGS "Montcalm", CCGS "Simon Fraser" and CCGS "Tupper". Carrying out anti-flooding operations in the Montreal-Quebec section of the river were CCGS "N.B. McLean", CCGS "Saurel" and CCGS "Ernest Lapointe".

FLYING TEACHERS' REVIEW

For the twelfth year in a row, the Department of Transport is sponsoring two civil flying instructor refresher courses, one at the Waterloo-Wellington Flying Club, Kitchener, Ontario, from May 7 to 16, and the other at the Calgary (Alberta) Flying Club from August 20 to 29.

Each course will be attended by 30 licensed instructors. Those living east of the Lakehead are eligible to attend the eastern course, while those living west of the Lakehead may apply to attend the western course.

LECTURES AND EXERCISES

Each day the schedule will be divided between classroom lectures and air exercises. All instructors will fly two hours a day in light aeroplanes, two instructors flying together at all times, exchanging instructional methods and techniques. Both clear-hood and instrument flying exercises will be included, and each instructor will receive several periods of instruction in the link trainer and a demonstration of advanced instrument-flying procedures in a twin-engine Piper "Apache" aircraft.

A five-hour day in the classroom will include lectures on clear-hood and instrument flying exercises, meteorology, air-traffic control procedures and operational techniques. Discussion periods and training films will supplement the lectures.

A highlight of the ground-school programme will be a series of lectures on the principles of learning as applied to flying.

ADMINISTERING BODIES

Department of Transport personnel are responsible for the provision of the lectures on technical subjects and the day to day supervision of all phases of training throughout the courses. The courses are jointly administered and managed by the Royal

Canadian Flying Clubs Association and the Air Transport Association of Canada. All costs of conducting them are covered by a government grant.

The courses were first established in 1952 as a means of standardizing flying-training techniques at a uniformly high level across Canada. In the intervening years well over 600 licensed flying instructors have successfully completed the courses.

The courses are now receiving international recognition. Two years ago, two aviation officials from the State of Montana attended the western course at Calgary and subsequently presented a similar course to a group of American flying instructors at Helena, Montana. Last year a representative of the Australian Department of Civil Aviation attended the western course at Kelowna, British Columbia, as an observer, to evaluate the feasibility of establishing a similar school in Australia.

MOTOR VEHICLE SALES

The volume of sales of new motor vehicles increased 17.4 per cent in February, to 45,738 units from 38,956 in February last year, while the retail value advanced 21.7 per cent, to \$143,738,000 from \$118,128,000. This brought the volume of sales in the January-February period to 89,012 units, up 9.6 per cent from the year-earlier total of 81,232, and the retail value to \$280,847,000, up 11.8 per cent from the like 1962 figure of \$251,315,000.

February sales of new passenger cars rose 16.7 per cent in volume, to 39,096 units from 33,497 a year ago, and 22.8 per cent in retail value, to \$121,272,000 from \$98,759,000, while the volume of commercial-vehicle sales advanced 21.7 per cent, to 6,642 units from 5,459, and the value 16.0 per cent, to \$22,466,000 from \$19,369,000.

Sales of new Canadian and United States models rose 30.8 per cent in February, to 43,139 units from 32,974 a year earlier, with sales of passenger cars rising 30.9 per cent, to 36,604 units from 27,973, and commercial vehicles 30.7 per cent, to 6,535 units from 5,001. The month's sales of overseas-manufactured motor vehicles dropped sharply (56.6 per cent), to 2,599 units from 5,982, the total for passenger cars decreasing 54.9 per cent, to 2,492 units from 5,524, and for commercial vehicles 76.6 per cent, to 107 units from 458.

CONFERENCE ON MUSKEG RESEARCH

"National Implications of Organic Terrain" will be the theme of the ninth annual Conference on Muskeg Research, to be held at Laval University, Quebec, May 21 and 22. Sponsored by the Associate Committee on Soil and Snow Mechanics of the National Research Council, the meeting will deal with topics ranging from fundamental research on peat to engineering problems connected with the exploitation of organic terrain for agriculture and forestry.

CANADIAN LABOUR FORCE

There was, as usual, little change in employment and unemployment in February and March. An estimated 5,963,000 persons were employed in March and there were 549,000 unemployed.

The estimated labour force in March was 58,000 (just under one per cent) higher than a year earlier. This was less than half the average annual rate of increase experienced over the past decade. Employment was up 69,000, or 1.2 over the year. Unemployment was slightly lower than a year earlier.

Farm employment showed a seasonal increase of 24,000 in February and March. There was a slight decrease, on the other hand, in employment in non-farm industries, mainly as a result of reduced activity in forestry during the annual spring break-up.

EMPLOYMENT BY SEX

As in recent months, employment for men continued strong, reflecting an improvement in goods-producing industries. New job opportunities for women have tended to slacken off owing to reduced growth in some of the service-producing industries. Employment of men increased by 58,000 over the year, while employment of women was only marginally higher.

Non farm employment was up over March 1962 by 90,000, or 1.7 per cent. While this increase was relatively small, there were substantial gains in some goods-producing industries. In the first quarter of 1963, construction employment averaged 42,000 higher than a year earlier. Manufacturing employment was 31,000 higher. Farm employment continued to be lower than a year ago. In the service producing industries, the largest year-to-year employment gains were in transportation and finance.

UNEMPLOYMENT

There was virtually no change during February and March in the number of unemployed persons. In the past decade, unemployment has increased at this time of year about as often as it has decreased, the changes generally being fairly small. The March estimate of 549,000 was 11,000 lower than a year earlier.

Of the total unemployed in March, 485,000 were men of whom 285,000 were married. Some 320,000 persons, or nearly 60 per cent of the total, had been unemployed for three months or less. An estimated 161,000 had been seeking work from four to six months, and 68,000 for seven months or more.

Unemployment in March represented 8.4 per cent of the labour force compared to 8.7 per cent in March 1962 and 11.1 per cent in March 1961. Unemployment rates were somewhat lower than last year in the Ontario and Atlantic regions and slightly higher in British Columbia.

ROAD TO LINK U.S. AND ONTARIO

Completion of Great River Road, a stretch of highway beginning at New Orleans and running north to Manitoba and Ontario, and linking with the Trans-Canada Highway, will help to increase to unprecedented numbers the tourists crossing

the border from the United States into Ontario. This great highway will be a distinct advantage to the tourist industry in this province, particularly to the northwestern region.

The Mississippi River Parkway Commission is responsible for the planning of Great River Road. The Commission is composed of representatives of the states touching on the Mississippi River, together with representatives from Manitoba and Ontario. The States involved are Arkansas, Illinois, Iowa, Kentucky, Louisiana, Minnesota, Mississippi, Missouri, Tennessee and Wisconsin. The object of the Commission is to bring about the construction of highways on both sides of the Mississippi River, from the Gulf of Mexico to Lake Itasca in northwest Minnesota. From there, connecting links will go to Fort Frances and Rainy River in Ontario and through the northwest angle to Manitoba.

The immediate plan is to build a single route alternating on both sides of the River, which will be 2,250 miles in length and which, when completed, will constitute the longest parkway in the world. The idea of the completed road, in the long-range programme, is for a four-lane highway, bordering both banks of the Mississippi River into Lake of the Woods area. It will bisect a continent from New Orleans to Kenora, passing through Fort Frances and the district of Rainy River. This super highway will be heavily accented with parks facilities and scenic attractions.

Ontario's first active participation in this great project took place in 1954. At that time a representative from Ontario was invited to attend meetings, in consultation with representatives from the United States, to consider the joining of the Great River Road and the Trans-Canada Highway. The suggestion to join the two highway systems was adopted. In 1955 a ceremony took place, with the erection of a commemoration stone linking the two highways.

AUTO PARTS TRADE MISSION

Mr. Mitchell Sharp, Minister of Trade and Commerce, announced recently that a Canadian Automotive Parts Trade Mission would leave Canada on May 31 to study the European market for automotive parts. The nine-man mission will comprise six representatives of the Canadian automotive-parts industry, the executive vice-president and manager of the Automotive Parts Manufacturers' Association (Canada), a representative of labour and an officer of the Department of Trade and Commerce. It will visit France, Germany and England from July 1 to 23.

Mr. Sharp said the purpose of the mission would be to examine current and long-term market opportunities in Europe, to ascertain the requirements of European manufacturers of motor vehicles, and to stimulate the interest of potential purchasers of automotive parts and equipment in Canadian sources of supply. Canadian trade commissioners in the areas to be visited, he said, had arranged meetings with European automobile manufacturers to enable

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the mission members to familiarize themselves with specific needs and requirements and to make known to the trade the wide range and diversity of automotive parts and equipment available from Canada.

The three largest importers of Canadian automotive parts have traditionally been the United States, Australia and South Africa, and the greater part of Canada's exports of automotive parts have gone to these countries. In recent years, however, the industry has been steadily increasing the range and quantity of its production to the point where it is believed to be competitive in other export areas.

The Canadian Automotive Parts Trade Mission to Europe is the first of 18 Canadian trade and industrial investigation missions planned by the Department of Trade and Commerce for the fiscal year 1963-64. These missions will be sent to 24 countries on four continents.

IRRADIATED POTATOES FOR ARCTIC

Two tons of potatoes, irradiated by gamma rays from Cobalt-60 to keep them from sprouting and thus to retard spoilage, will be shipped this year to remote weather stations in the Canadian Arctic. The shipment is the second to be made in a continuing experiment by the Department of Transport, in conjunction with Atomic Energy of Canada Limited, in the use of irradiated vegetables as a morale builder and a waste-and-money-saving step in areas where food-transportation costs and storage are a problem.

SPROUTING PREVENTED

Last year the first such shipment, of 500 pounds, was sent to Eureka, the weather station on Ellesmere Island some 750 miles from the North Pole, operated jointly by the United States and Canada. Kept under good conditions of temperature and ventilation, the potatoes lasted out the year with almost no spoilage. Untreated potatoes, or potatoes protected by other forms of anti-rot treatment, would have spoiled in a fraction of that time. Though rot can develop from other causes, such as cuts and bruises inflicted in shipping, most serious troubles arise when the potatoes begin to sprout. This causes them to soften and shrink, and the moisture in the sprouted shoots quickly causes decay to start. Contributing to this is the fact that such supplies, almost all of which are sent by ship in summer, must be drawn from the crop of the previous summer and are nearly a year old when shipped.

Because of the greatly increased cost of shipping such heavy cargo by air, compared to the cost of shipping by sea, only very limited quantities are sent in this manner. In the main, potatoes are sent north in processed "instant-flake" form, because of its storage and shipment advantages.

Natural potatoes are prized by cooks and personnel in isolated posts because they can be cooked in many ways and thus provide variety in menus.

Transport Department officials are working with the Forest Products Laboratory of the Department of Forestry to devise cartons in which the potatoes can be packed, treated and shipped without repeated handling. These will be placed in racks that turn, like the seats on a small ferris wheel, round the Cobalt-60 from which gamma rays emanate. The rays, though they halt sprouting, do not contaminate the potatoes.

Irradiation of potatoes to stop sprouting is in the process of being adopted by the potato-growing industry in Canada. The Department of Transport is the first Canadian Government agency to use the process in its catering operations. The Department has to provide foodstuffs for some 4,000 persons, consisting of staff members and their families in remote and isolated parts of Canada. The indications are that a substantial reduction in waste will be realized and that increased quantities of potatoes in their natural state will be available in future to personnel in the Arctic and other isolated areas.

SALES & PURCHASES OF SECURITIES

Again, during February, there was a net capital export, amounting to \$8.4 million, from transactions in outstanding securities with all foreign countries, but it was slightly below the figure of \$9.9 million in January. Canadians sold \$1.6 million of foreign securities but repurchased \$10.0 million of Canadian issues.

Geographically, there was again a net purchase balance with Britain, which increased by \$0.6 million to \$4.6 million, but reversals occurred in the direction of net flows both with the United States and with other overseas countries. There was a \$0.2-million net sale to the United States succeeding \$6.4-million purchases in January, and a capital export of \$4.0 million to other countries after a \$0.5-million inflow in January.

BRINGING BACK

The repurchase of Canadian corporation stocks held abroad, \$4.0 million each from the United States and Britain and \$3.6 million from other countries, has again been the main factor responsible for the net capital outflow. This totalled just over half the \$22.9-million figure for the January net trade in such securities, but the much smaller balance of trade in Canadian bond issues, netting sales of \$1.7 million as against sales in the earlier month of \$14.0 million, resulted in a \$10.0 million outflow for the repatriation of foreign-held Canadian securities.

Canadians increased their investments in foreign stocks by \$3.0 million, but relinquished \$4.6 million of their foreign bond holdings, mostly of United States Government bonds to United States residents, leaving a net repatriation of \$1.6 million of their foreign-security holdings.