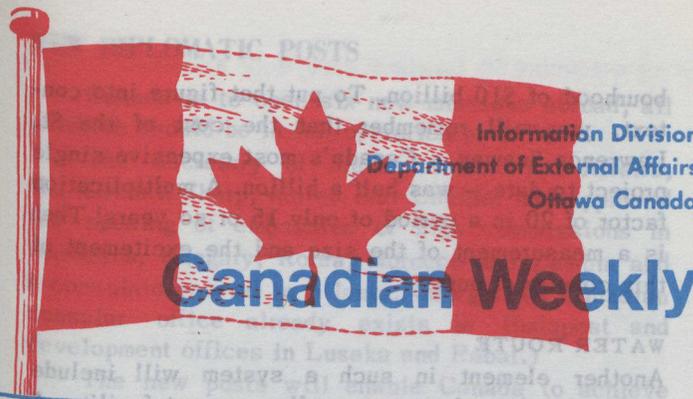


(1972, 26 April, B.W.O.)
(C.W.B., April 26, 1972)



Bulletin

Vol. 27, No. 17

April 26, 1972

TRANSPORTATION THE KEY TO CANADA'S NORTH

The following passages are from an address by Prime Minister Pierre Elliott Trudeau to the National Newspaper Awards Dinner in Toronto on April 8:

* * * *

Canada continues to be regarded by outsiders as a wondrous place. And so it is. There are mighty tasks being undertaken, epic feats of achievement and understanding which are models of their kind in the entire world.

In the waters off Canada's three coasts oceanographic research work is proceeding at a pace which is widening from day to day the world lead which Canadian scientists enjoy in this future-oriented field. In the spaces above our atmosphere complex communications signals are flashing back and forth at blinding speed employing Canadian-designed and manufactured equipment. Canadian snow and all-terrain vehicles dominate the world market from the wastes of Siberia to the marshes of

Borneo. Canadian STOL [short-take-off-and-landing] aircraft are the standard of the industry. In these and dozens of other fields ranging from new surgical techniques to agricultural innovation to urban social accomplishments Canadians are adjusting to change and proving their abilities in the process.

NEW TRANSPORTATION SYSTEM

Any one of these endeavours is worthy of commendation. Others, equally exciting and equally necessary as Canada progresses, are still in the design and feasibility-study stage. One of these is of the same magnitude as the first transcontinental rail line or the St. Lawrence Seaway, and their equal in its potential effects on Canada. Just as the Canadian Pacific Railway linked together the breadth of Canada and secured the future of British Columbia as part of this country instead of being an uncertain pawn in a territorial struggle between the major powers, just as the Seaway opened the heart of this continent to the markets of the world, so is this new proposal one worthy of the size of Canada and its boundless future. It looks to the soul of Canada — the vast North with its immense distances, its unique native inhabitants. This endeavour is a transportation system designed to cope with the sparse population, scattered resource deposits, and peculiar archipelago geography of the Arctic. In these circumstances conventional solutions are not feasible. What are needed are a daring and imagination equal to our geography, a confidence of the quality exhibited by Champlain, the fortitude and stamina of the early settlers. The technology of the Seventies must be coupled to the foresight of our predecessors.

If we are to transport bulk resources out of the North at competitive costs, if we are to protect the delicate nature of the surface, if we are to guarantee both initial and continuing benefit to Canada and

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Canadians from our choice of transportation system, we must be prepared to consider concepts as bold in appearance today as the CPR appeared to Canadians a century ago.

Canada is as deep from north to south as it is wide from east to west. This fact alone is descriptive of the immensity of the challenge, and explains in part the absence to date of any but the most rudimentary of transportation links. When bitterness of climate and the formidable nature of the terrain are added to that factor of distance, the explanation becomes even more acceptable. Yet it is unthinkable that Canada can continue to regard the Arctic as an exciting but isolated appendage. All our efforts to protect the environment and assist the welfare of the native peoples will be limited unless we are in a position to ensure the rational impact of northern development. A transportation system is the key.

I don't know at this time the precise nature of that system. I do know, however, that it will be many-faceted, that it will be expensive, that it will bring immense benefits to Canadians in all parts of the country, and that it will be a reality in this decade.

PIPELINES AND AN ALL-WEATHER ROAD

Part of that system, without question, will include a Mackenzie Valley corridor incorporating both oil and gas pipelines and an all-weather highway – the first highway to join southern Canada with our third ocean coast. The cost of construction of that part of the northern transportation system will be in the neigh-



The Right Honourable P.E. Trudeau

bourhood of \$10 billion. To put that figure into context, you will remember that the cost of the St. Lawrence Seaway – Canada's most expensive single project to date – was half a billion. A multiplication factor of 20 in a period of only 15 or so years! That is a measurement of the size and the excitement of this country of ours.

WATER ROUTE

Another element in such a system will include without doubt a deep-water, all-year, port facility. A "north port". A port which will affect heavily the economics of transportation in both northern and western Canada. Such a port will extend the present shipping season from 85 days to 365 days. It will become a focal point for a variety of developmental activities.

AIR TRANSPORT

Still a further element will be, undoubtedly, a manifold expansion in use of today's only all-year north-south link – the airplane. The step from *Norseman* to *Beaver* was gigantic; so have been the steps since. There are now on the drawing board aircraft of gargantuan size which might, in appropriate circumstances, rival the economy and flexibility of ocean vessels in the carriage of bulk commodities. Both their size and their designed use demand a totally new assumption about the role of airplanes as a reliable, low-cost, high-capacity carrier.

This northern transportation system is mind-boggling in its size. But then, so was the very conception of a continent-wide fur trade 200 years ago. It's expensive, too, but so was the CPR a century ago. Is it too big a project for Canada? Only in the view of those who have lost faith in what Canada is all about.

PROTECTION OF MAN AND NATURE

Our concern is for a Canada which will continue to respond to the wishes of Canadians. In the North, the wishes of the original Canadians – the Indians and Eskimos – must be observed and respected.... A northern transportation system which encourages the outflow of resources will encourage as well the inflow of people, with the danger that ancient native customs and values may be ignored and swept aside. The protection of the interests of these Canadians must rank with the protection of the environment as a primary condition of any development policy.

A transportation system of the scope which is evolving is evidence that imagination, confidence and forward-planning are not absent from Canada in 1972, that we have in this country a combination of space, resources and a certain kind of men and women that permits us to accomplish much. We have no territorial ambitions on which to waste our energies; we have few senseless internal divisions

NEW DIPLOMATIC POSTS

Canada is to open six new missions abroad, all of which should be in full operation by 1974.

The Secretary of State for External Affairs, Mr. Mitchell Sharp, stated that Cabinet had approved the opening of embassies or high commissions in Barbados, Hungary, Korea, Morocco and Zambia and a consulate general in Atlanta, Georgia. (A Canadian consular office already exists in Budapest and development offices in Lusaka and Rabat.)

The new posts will enable Canada to achieve more effectively its national objects relating to its political, commercial, economic, aid, immigration and consular interests.

Preparations for the opening of the missions will begin as soon as possible, and it is expected that the majority will probably be operating partly or fully before 1974, as some elements are already in place or will be transferred from posts nearby.

IMMIGRATION 1971

The population of Canada was increased by 121,900 immigrants last year, a decrease of 25,813, or nearly 18 per cent, from the 1970 figure. Manpower and Immigration Minister Bryce Mackasey announced recently. "The decline in immigration in 1971 reflects reduced employment opportunities in Canada because of economic conditions," said Mr. Mackasey. "Strong economic conditions in most of Western Europe were also a factor in reducing emigration from that area."

The United States was, for the first time, the main country of origin, contributing during 1971 24,366 persons, or 20 per cent, of the total immigration movement. Arrivals from Britain fell to 15,451, a decrease of 11,046, or 41.68 per cent, from those of the preceding year.

Other major source countries in 1971 were: Portugal, 9,157 (7.51 per cent); Italy, 5,790 (4.75 per cent); India, 5,313 (4.36 per cent); Hong Kong, 5,009 (4.11 per cent); Greece, 4,769 (3.91 per cent); Philippines, 4,180 (3.42 per cent); Trinidad-Tobago, 4,149 (3.40 per cent); and Jamaica, 3,903 (3.20 per cent).

PROVINCE OF CHOICE

Ontario attracted 64,357 immigrants, or 52.8 per cent of the total. Quebec was second with 19,222, or 15.8 per cent; British Columbia ranked third, receiving 18,917, or 15.5 per cent; Alberta was fourth with 8,653, or 7.1 per cent; and Manitoba fifth, receiving 5,301, or 4.4 per cent. The breakdown for the other provinces shows that 1,426, or 1.17 per cent, settled in Saskatchewan and 819, or 0.67 per cent, in Newfoundland. Prince Edward Island, Nova Scotia and New Brunswick shared 3,022 immigrants, or 2.48 per

cent, while the Yukon and Northwest Territories received 183, or 0.15 per cent.

The majority of immigrants - 97,128 (79.7 per cent) - were under 35. The total was almost equally divided between the sexes, 60,445 male and 61,455 female.

Some 61,282 persons were added to the labour force in 1971, compared to 77,723 the previous year. The remainder were dependants of immigrants, or close relatives sponsored by individuals already in Canada.

Among those intending to work in Canada, 16,307 were in the professional and technical category, and 3,464 in management. Other occupations included: 9,909 clerical; 2,486 commerce and finance; 6,387 in service industries; and 16,166 in manufacturing and construction. Labourers numbered 1,324.

GERM WARFARE PACT

The Secretary of State for External Affairs, Mr. Mitchell Sharp, announced on April 10 that Canada had signed the Convention on the Prohibition of the Development, Production and Stockpiling of Bacteriological (Biological) and Toxin Weapons and on their Destruction. Canada's signature took place in Washington, London and Moscow, the capitals of the three countries that will act as depositaries of the treaty.

The pact can be considered as the first true disarmament measure - as opposed to an arms-control measure - because, besides committing themselves not to acquire any weapons, agents or means of delivery for germ warfare, the participating states undertake to destroy any such material they may have in their possession. No previous international arms-control agreement has contained such a destruction clause. Canada, which has never possessed any of the prohibited material, and which views the treaty as an important step towards general disarmament, fully supported it when it was discussed in the Geneva Disarmament Committee and in the United Nations General Assembly.

The convention will come into effect only when it has been ratified by 22 states, including Britain, the Soviet Union and the United States.

FEMALE TOP STATISTICIAN

The Prime Minister announced on March 30 the appointment of Dr. Sylvia Ostry as Chief Statistician of Canada. The appointment will be effective June 1, 1972, on the resignation of Mr. Walter E. Duffett, who had expressed his wish to be relieved of his direction of Statistics Canada this spring. The Prime Minister said he was particularly pleased with the appointment, for the first time, of a woman as head of an agency of

the Government of Canada with the status of Deputy Minister.

Dr. Ostry, 44, a native of Winnipeg, and one of Canada's foremost labour economists, has since 1970 been vice-chairman of the Economic Council of Canada.

She attended the University of Manitoba, where she began studies in medicine before transferring to McGill University, from which she received her B.A. degree with honours in economics in 1948. She received an M.A. from McGill in 1950, and a Ph.D. in 1954 after studies at McGill and Cambridge.

Dr. Ostry lectured at McGill and Sir George Williams Universities from 1948 to 1955, was assistant professor at McGill from 1958 to 1962, and associate professor at the University of Montreal from 1962 to 1964.

Dr. Ostry has carried out many special research projects into questions of manpower for the Department of Labour, the Special Senate Committee on Manpower and Employment, and the Government of Manitoba Committee on Manitoba's Economic Future. She served in the Dominion Bureau of Statistics from 1964 to 1966 as Assistant Director of the Labour Division, and was a consultant on manpower studies for the Economics Council and the Department of Manpower and Immigration.

In April 1969 she was named a director of the Economic Council of Canada and one of its three full-time members. The following year she became vice-chairman.

She is married to Bernard Ostry, an Assistant Under-Secretary of State.

SEAWAY OPEN FOR BUSINESS

The 8,600-ton Danish freighter *Olau Syd* entered the St. Lawrence Seaway at Montreal on April 12, opening the 1972 navigation season.

Dr. Pierre Camu, President of the St. Lawrence Seaway Authority, welcomed Captain Knud Egtved of Denmark at St. Lambert Lock and presented him with mementoes to mark the occasion.

The *Olau Syd*, an 18-month-old ice-strengthened tanker 463 feet long, is capable of carrying 24 different products at one time. She was bound in ballast for Green Bay and Milwaukee, Wisconsin, and Detroit, to take on a load of tallow for Spain and the Netherlands.

The Seaway's scheduled opening on April 1 was delayed because continuing cold weather hampered Canadian Coast Guard ice-breakers that were trying to cut a channel through heavy ice in the lower sections of the St. Lawrence waterway.

Olau Syd is owned by Olau-Line, Copenhagen, which company is owned by Ole Lauritzen, whose father pioneered winter service to the St. Lawrence.

Among those on hand to take part in the opening

ceremony at St. Lambert were Borg Andersen, Danish Ambassador to Canada; Willy Anderson, president of Anship Limited, Montreal, agents for Olau-Line; Peter E.R. Malcolm, vice-president of the St. Lawrence Seaway Authority; David W. Oberlin, administrator of the Saint Lawrence Seaway Development Corporation of the United States; and Roger E. Belanger, director, Eastern Region, St. Lawrence Seaway Authority.

SCHOOL RADIATION SURVEY

Health and Welfare Minister John Munro recently announced the completion of a survey by his Department of the potential radiation hazards from scientific devices used as educational aids in Ottawa high schools. The study was designed to assess the need for regulatory controls for such devices; the Ottawa area schools were chosen as a convenient and presumably typical sample.

Twenty cold cathode X-ray tubes and over 200 other radiation-emitting devices were found to be in use, a number of which were examined in the laboratories of the Radiation Protection Division. Some types, particularly the cold cathode X-ray tubes, are inherently dangerous unless properly shielded and controlled. The survey revealed that most of the devices in use did not have these safety features. In many cases the radiation emitted was such that students in proximity to a demonstration experiment could receive a radiation exposure far in excess of the maximum recommended by the International Commission on Radiological Protection. It was also found that many devices did not have adequate voltage controls, with the result that excessively strong radiation fields could be produced inadvertently.

While the study was limited mainly to Ottawa, it is probable that the situation is similar in other cities in Canada. Studies in the United States have given similar results, Mr. Munro said.

He noted that the remedy was obvious — demonstration X-ray tubes must be designed and shielded to limit emissions to an acceptable level. Safe equipment of this kind is, in fact, already available at somewhat higher cost.

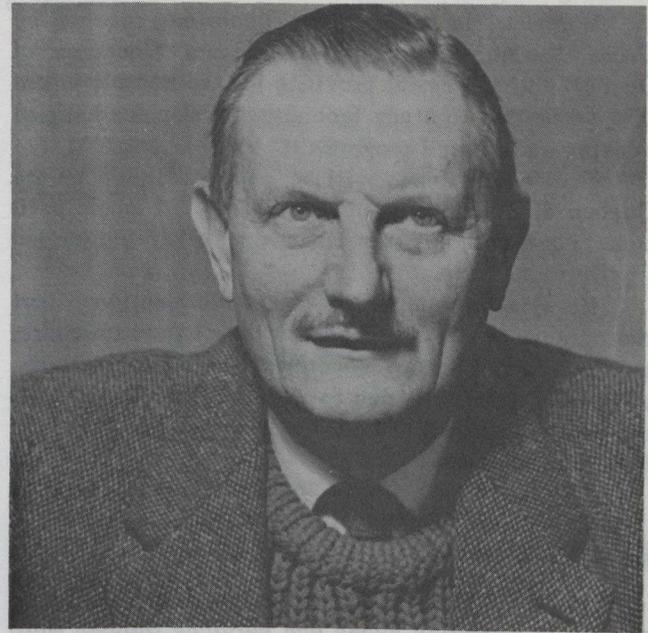
Mr. Munro emphasized that his Department's technical experts were now drafting regulations to set minimum standards for design, construction and function of these devices in order to ensure that radiation emissions were restricted to a safe level. These would be put into effect under the Radiation Emitting Devices Act, which controls manufacture, sale and import.

In the meantime, he has brought the problem to the attention of the provincial governments so that the more dangerous devices could be removed from use or modified to eliminate the hazard.

GIANTS OF CANADIAN THEATRE HONOURED



Mr. Michel St. Denis



Sir Tyrone Guthrie

Tyrone Guthrie and Michel St. Denis, two major contributors to Canadian theatre, were remembered on the eleventh World Theatre Day, March 27, by the Canadian Theatre Centre. Each year, the International Theatre Institute, which is represented in Canada by the Canadian Theatre Centre, celebrates World Theatre Day by distributing a message to its 51 member countries. This year's message was written by the Belgian choreographer Maurice Béjart, director of the Twentieth Century Ballet of France.

In Canada, the Canadian Theatre Centre marked World Theatre Day by recalling the important associations Canadian theatre had with two great theatrical personalities, Michel St. Denis and Tyrone Guthrie, who both died last year.

Guthrie, who first came to Canada in the Twenties as a drama consultant to the fledgling Canadian radio industry, was instrumental in the founding of the Stratford Festival and became its first director. He died on May 15, 1971 in Ireland.

St. Denis, who helped set up The Old Vic Theatre School in London and L'école supérieure de l'art dramatique in Strasbourg, France, first came to

Canada as an adjudicator for the Dominion Drama Festival. Later he returned at the invitation of a Canadian group to help set up the National Theatre School, now in its twelfth year. Mr. St. Denis died in London last August 2.

Robertson Davies, dramatist and Master of Massey College, writes: "Michel St. Denis and Tyrone Guthrie taught the Canadian theatre two invaluable lessons - refinement and gusto. As an adjudicator and lecturer, St. Denis showed us how a true theatre artist works, and what sensitivity governs his approach to everything; it will be remembered how much he detested the crude term 'blocking' as applied to one process in direction. Guthrie showed us the big approach, the rejection of provincial vulgarities when we attempted great themes, the rhythmic splendour of a finely conceived production. Refinement and gusto were by no means incompatible; just as St. Denis and Guthrie were themselves friends, their approaches to the theatre were capable of being unified to save us from pignonicity on the one hand and coarseness on the other. They were, both of them, fathers in art to countless Canadians."

\$80 MILLION FOR HOUSING IN QUEBEC

The Federal Government and the government of Quebec recently concluded administrative arrangements for housing developments to be undertaken in that province.

Under the terms of the agreement, the Federal Government will make available \$80 million during

1972 to enable Quebec to undertake a number of housing projects for families of low income, the elderly, handicapped children and other disadvantaged groups. Cost of the projects is estimated at about \$90 million.

The announcement was made jointly by Mr. Ron Basford, Minister of State for Urban Affairs, and

Mr. Maurice Tessier, Minister of Municipal Affairs, Quebec, who is also responsible for the Quebec Housing Corporation Act.

Moreover, in keeping with decisions reached by Prime Minister Trudeau and Premier Bourassa of Quebec, the agreement provides for the establishment of a committee to study techniques and procedures of housing and related programs.

The federal funds will be made available by the Quebec Housing Corporation directly to municipalities, non-profit organizations and other authorized institutions.

Mr. Basford and Mr. Tessier both mentioned that the agreement was the result of the closest co-operation between the two governments. The objectives, they said, were intended to improve the housing conditions of individuals and families faced with severe housing problems.

EXPORT MARKET DEVELOPMENT

A new risk-sharing program aimed at increasing exports of Canadian goods and services through more participation by Canadian companies in trade fairs outside Canada was announced recently by Mr. Jean-Luc Pepin, Minister of Industry, Trade and Commerce.

This is the third part of a program for the development of export markets announced by the Minister last year. It provides departmental assistance for companies seeking to exhibit in conventional trade fairs of limited duration or trade exhibits of longer duration in permanent trade centres abroad.

"This new plan supplements our current and continuing program of departmentally-sponsored exhibits in trade fairs," Mr. Pepin said. "During the 1972-73 fiscal year my Department has plans for exhibiting in 50 such fairs around the world."

"As part of the program for export market development, we are making this assistance available to companies, formally constituted trade associations, or groups of companies who seek to exhibit in trade fairs which are not part of the existing program," the Minister added.

Normally the Department's contribution will be 50 per cent of eligible costs. If a company succeeds in obtaining export business as described in the application for assistance, repayment of the Department's contribution will be required at a rate of 1 per cent of sales in the region concerned during a period of up to three years, to the total of the contribution.

Repayment will not be required in instances where a company is not successful in obtaining export business of the kind described in the application.

TRANSPORTATION THE KEY TO CANADA'S NORTH

(Continued from P. 2)

to sap our strength. We have a land so large and a climate so difficult that only extraordinary efforts will suffice. Our history is the narrative of that kind of effort. And our reward is an opportunity for fulfillment, of happiness, of absence of fear in a landscape of breathtaking beauty; a style of life which permits us to be more individual and less subject to uniformity than any people in the world.

Our regard for our country, our desire for its rational development, our demand that its natural beauty be disturbed to a minimum degree, are all evidence of the value that Canadians attach to a rich, satisfying life. These several ingredients must not be permitted to become unbalanced. Developmental activities in particular must remain in harmony with our natural environment, not in disregard of it, and be designed to benefit people. The final measure of Canada, unquestionably, is found in the quality of life which is available to Canadians. The final measure of Canadians is found in the style of life they choose to pursue, and in the standards they insist upon for themselves and their country.

Of all the changes which will come to Canada in the next generation, therefore, we must prevent, surely, any of a sort which will diminish the essential beauty and lonely nature of this country. For if that beauty is lost, or if that wilderness escapes, the very nature and character of this land will have passed beyond our grasp. Denied an opportunity to breathe the brisk freshness of an Atlantic gale, to view the unbelievable glory of a prairie sunset, to feel the overwhelming silence of a northern lake, we would no longer be Canadians. Our lives as individuals would have suffered grievously.

All of this was expressed with a simple eloquence by a Canadian Indian called Saltatha. He is recorded as having said to a priest:

"My father...you have told me that heaven is very beautiful. Tell me now one more thing. Is it more beautiful than the country of the musk-ox in summer, when sometimes the mist blows over the lakes and sometimes the water is blue and the loons cry very often? That is beautiful, and if heaven is still more beautiful my heart will be glad and I shall be content to rest there until I am very old."

We are a peculiar breed, we Canadians. We hail from many sources but we have a common destiny: it is to perpetuate the character of this land and to share the benefits that result. Canada is not a country for the cold of heart or for the cold of feet. For those who qualify, the rewards exceed those of any other country. Indeed, as Saltatha suggested, they approach those of heaven itself.

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