



CANADA

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## CONTENTS

- Civil Aviation Report.....1
- Aviation Anniversary.....2
- "New Deal" For Eskimos.....2
- Canadians Reading More.....3
- Financial Statement.....3
- Agreement With Soviet Airline.....4
- Mining Industry in 1957.....4

- Crude Petroleum Industry.....4
- Visit of Pakistani Minister.....5
- NATO Council Visit.....5
- Mountbatten To Open Exhibition.....5
- Industry Helps Education.....5
- Whoopers Produced In Canada.....6
- University Salaries Up.....6

## CIVIL AVIATION REPORT

The Department of Transport, joining in observances of the 50th anniversary of powered flight in Canada, reports that it is coping with the heaviest work load in its history, where aviation developments are concerned.

There are now 4,000 aircraft registered in Canada, a far cry from the number in use when the Department first took over the administration of civil aviation from the Defence Department in 1936. In addition, there is an endless stream of air traffic in and out of the country from foreign lands. The job of meeting the demands put upon the nation's flying facilities is a full-capacity, around-the-clock one for the Department's Air Services.

The Department of Transport maintains the 28 major department-operated airports across Canada. All told, it operates 80 licensed airports and three licensed seaplane bases. It also has under its jurisdiction 33 unlicensed airdromes and six unlicensed seaplane bases.

The Department has been carrying on an extensive programme of air terminal building. Cost of such buildings, opened within the past two years or now under construction, runs close to \$62 million. Among them are such terminals as those at Toronto and Winnipeg, planned to meet the requirements of international "jet age" travel.

At the same time, work has gone ahead without interruption in the fields of meteorology and telecommunications, to keep Cana-

dian aviation facilities fully abreast of the latest scientific developments.

### OPERATES OWN FLEET

To keep pace with Canada's expanding aviation industry, the Department of Transport has its own air fleet of 40 aircraft, ranging from helicopters and small Apache planes to turbo-prop Viscounts.

The smaller airplanes are used mainly by the 81 inspectors who are constantly on the move. These men, most of them with airline pilot ratings, inspect aviation facilities all over Canada to see that they meet proper standards of safety and service. They also check up on the qualifications of civilian transport pilots regularly and render other services relative to operation of airports and to flying.

Heavier twin-engined aircraft are equipped for checking the operation of air navigation aids that provide airmen with safe "highways" across the skies. Some are also used occasionally for carrying supplies and personnel to remote northern stations operated by the Department of Transport, as well as for transporting Department officials on urgent business when other travel facilities are unavailable or would be uneconomical in both cost and time.

The Department uses two Viscount aircraft at times as executive planes for transporting such persons as the Prime Minister, members of

the Cabinet, visiting dignitaries from other countries, or top government officials on business missions, or to conferences on matters of state both within and outside of Canada. They also serve a major purpose in the training of the Department's pilots in turbo-prop operations, since they must be qualified to examine other pilots engaged in turbo-prop flying.

The Department is already looking toward eventual purchase of a pure jet aircraft for the training of staff and for high-altitude calibration of radio aids. This factor is becoming increasingly important since jet aircraft have begun to move into the commercial aviation picture.

### SIX MAIN DISTRICTS

About half of the Department's aircraft are based at Ottawa Airport, though nearly all of the nine helicopters spend most of their time doing reconnaissance work with icebreakers and supply ships of the Department's Marine Services Branch along Canada's coasts and in the Arctic. A Transport Department helicopter and crew also serve aboard the "Baffin" hydrographic vessel of the Department of Mines and Technical Surveys.

Other groups of aircraft are stationed at Vancouver, Edmonton, Winnipeg, Toronto, Montreal and Moncton. These generally include a radio range-checking and transport plane, plus light aircraft needed by the district inspectors.

The latest type of air navigation aid, the Visual Omni Range, is now being installed across Canada by the Department of Transport and is a great improvement over the earlier low-frequency type of System. The Department has outfitted three DC3 aircraft with special equipment to check the operation of the new system and these, along with other aircraft fitted for the job, also check the Instrument Landing Systems in use at major airports to guide aircraft to landings, when visibility is poor.

Maintenance of the Department of Transport air fleet is mainly carried out at the Ottawa airport, although minor work is done at the district headquarters. Every aircraft receives a regular check-up and overhaul.

The Department's hangar, machine and aircraft radio shops and stores department are models of gleaming efficiency, for these operations must set an example for the rest of Canadian aviation.

In all spheres of Canadian aviation, with the arrival of the "Jet Age", the Department of Transport must set its sights on targets far beyond those posed by current requirements. The advent of ever larger, ever faster aircraft and the still-growing use of air transportation will bring newer and bigger problems.

The Department's aim is to be prepared for them when they arrive.

### AVIATION ANNIVERSARY

The fiftieth anniversary of powered flight in Canada was celebrated on February 23 in many parts of the country.

At Baddeck, Nova Scotia, Mr. J.A.D. McCurdy watched the take-off of the Silver Arrow II, an exact replica of the aircraft which he had flown on February 23, 1909. He was the first British subject to fly a heavier-than-air machine in the Commonwealth.

As part of the anniversary observance, Mr. McCurdy attended the Golden Anniversary of Flight Dinner given in Montreal by the Canadian Aeronautical Institute.

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### "NEW DEAL" FOR ESKIMOS

A comprehensive plan of economic development that could mean a "new deal" for 300 Eskimos living along the east coast of Ungava Bay in northern Quebec, has been drawn up by the Northern Affairs Department.

The programme, to be implemented over the next few years, is designed to reduce the high relief costs in the area and to offer local Eskimos an opportunity to participate fully in the economic growth of the area in which they live. After taking a close look at the human and natural resources of an under-developed northern area, the Northern Affairs Department, working in close co-operation with the Quebec Government, has come up with an economic programme relating the potential resources to local needs and available markets in southern Canada.

This spring the Eskimo people of three depressed Ungava settlements will begin a co-operative endeavour that promises them a higher standard of living. This will include Arctic char, cod and seal fisheries, a commercial timber operation, an organized handicrafts industry, blueberry picking and possibly some local gardening. Except for the seal and lumber, which will be used locally, most of the products will be shipped to Montreal and sold in southern Canada.

The people of Port Burwell, George River and Fort Chimo will probably form Canada's first Eskimo co-operatives under co-operative legislation of the Quebec Government. They will receive loans for the purchase of capital equipment from the Eskimo Loan Fund of the Northern Affairs Department. Northern Affairs officers will guide and closely supervise the venture with all revenue going to the Eskimo co-operatives.

One of the desperate needs in the area is improved housing, and it is planned to use local timber for the construction of homes for the 100 Eskimos who live on the George River. At present most of these people live in tents during the severe winter weather of Ungava. Woods extending along the banks of the George River for almost 100 miles are estimated to

contain 1,125,000 board feet of accessible timber of commercial quality and large quantities of commercially unacceptable, though useful, timber. The large timber may eventually be logged and floated down the river to a sawmill from which lumber can be sold to various building projects in the Ungava Bay area, if an economical way can be found to distribute it.

With a recently developed technique enabling timber that is useless by conventional standards to be used in constructing homes, the smaller timber will go into housing, replacing the crude shacks and tents in which the Eskimos of the three settlements now live. Dried seal meat from Port Burwell can be exchanged for George River lumber benefitting the people of both settlements.

The economic programme, based on the co-operative system is expected to transform the Ungava settlements into stable and self-sufficient communities that will demonstrate how other Eskimo settlements can join together in effective use of local resources.

## CANADIANS READING MORE

Canadians are reading more than ever before, to judge from circulation figures contained in the *Survey of Libraries, 1954-56*, released recently by the Dominion Bureau of Statistics. An increase of close to 42 per cent in total circulation occurred during the period 1951 to 1956, which also saw the establishment of television in Canada.

To the children must go the chief credit for the increase, since boys' and girls' departments showed an increase of 83 per cent in their circulation figures alone for the five-year period. The libraries reported in 1956 that 27 per cent of their bookstock was for boys and girls, as compared with census figures which show that the group 5-14 years of age represented 23 per cent of the population five years of age and over. So great was the demand, however, that the circulation of books by boys' and girls' departments amounted to almost 47 per cent of the circulation of public libraries as a whole.

The Bureau's survey provides data on 828 public libraries, 11 travelling and open-shelf libraries, 263 university and college libraries, 109 federal government libraries, 115 provincial government libraries and 168 professional, business and technical libraries. From 1951 to 1956 public libraries increased their number of volumes by 34 per cent, their borrowers by 54 per cent, and their receipts by 32 per cent. In the same period Canada's population increased 14.8 per cent.

Public libraries are reflecting, not only quantitative changes in the population of Canada, but also the changing pattern of distribution. The trend toward urbanization, and, more recently, toward suburbanization,

has created a problem of extending services to more scattered populations in new areas. The public libraries met, and are meeting, the problem with efficiency and imagination, through the extension of regional library service, the centralization of professional work, the use of mobile units, and the erection of simple, functional buildings. The period since 1950 has seen the greatest building boom for Canadian libraries in history, and more new libraries established than in any decade.

Collections of more than 100,000 volumes each were reported by 15 university and college libraries, eight federal government libraries, four provincial government libraries; and four professional, business and technical libraries reported between 50,000 and 100,000 volumes.

The Survey contains data on books, periodicals, audio-visual materials and other holdings of the libraries surveyed; circulation, staff, salaries, receipts and payments. A directory-type listing of all the libraries is included.

National and provincial developments in the library field are reviewed, as described in annual reports of officials in the library field, who emphasize the serious shortage of professional librarians for all types of library development.

## FINANCIAL STATEMENT

The regular monthly statement of the Government's financial operations for January 1959 and the first ten months of the current fiscal year, have been released by the Minister of Finance.

For January, budgetary revenues were \$435.4 million, expenditures were also \$435.4 million, and there was a small surplus of \$18 thousand. For January 1958, revenues were \$457.3 million, expenditures were \$423.2 million and there was a surplus of \$34.1 million.

For the first ten months of the current fiscal year, budgetary revenues were \$3,887.9 million, expenditures were \$4,008.8 million and there was a deficit of \$120.9 million. For the same ten-month period a year ago, revenues were \$4,213.1 million, expenditures (which included \$100 million to the Canada Council) were \$3,891.3 million and there was a surplus of \$321.8 million.

Mr. Fleming pointed out that while budgetary expenditures of the Department of National Defence for the ten months to January 31, 1959 were \$1,068.7 million compared with \$1,305.1 million for the same ten-month period last year, \$178.8 million was also disbursed during the ten months to January 31, 1959 from the special defence accounts, reflecting the decision to liquidate the National Defence equipment account during the course of the current fiscal year.

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Operations of the old age security fund, which are not included in budgetary transactions, resulted in a deficit of \$11.6 million for January 1959, and an accumulated deficit of \$158.8 million for the ten months to January 31, 1959. Last year for the ten months to January 31, 1958, there was an accumulated deficit of \$73.2 million. These deficits were covered by temporary loans by the Minister under the terms of the Old Age Security Act.

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### AGREEMENT WITH SOVIET AIRLINE

A traffic agreement between Trans-Canada Air Lines and Aeroflot, the Russian national airline, has been signed with provisions for the first time for the through movement of passengers, baggage and goods.

This new interline agreement will enable a passenger to purchase a ticket from any Trans-Canada Air Lines office for transportation to any place in Russia or on any route operated by Aeroflot. It is also applicable for the transportation of baggage and cargo shipments. Until now a passenger in Canada desiring to travel to Moscow, for example, has been obliged to present an exchange order to any one of the national air carriers in Europe for the issuance of a ticket on Aeroflot. Under the new agreement, however, passengers can be ticketed and their baggage sent right through to their destination.

TCA first began negotiations with the civil air authorities in Russia in September 1957. One of the chief obstacles in the signing, which took so long, was the language problem. Every letter and document had to be translated and sent back to Moscow and, vice versa, to Montreal.

TCA now has interline traffic agreements with 170 airlines throughout the world.

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### MINING INDUSTRY IN 1957

Production of minerals in Canada in 1957 increased 5 per cent to a record \$2,190,322,000 from 1956's previous peak total of \$2,084,906,000, the Dominion Bureau of Statistics reports in its annual general review of the mining industry. Estimated value for 1958 showed a decline of about 3 per cent to \$2,122,153,000. Value per capita increased to \$132.03 from \$129.65 in 1956.

Value of metallics produced in 1957 advanced to \$1,159,579,000 from \$1,148,350,000 in the preceding year, non-metallics to \$169,061,000 from \$160,342,000, fuels to \$564,777,000 from \$518,761,000 and structural materials to \$296,905,000 from \$259,453,000. Group values for 1958 were: metallics, \$1,142,140,000; non-metallics, \$158,132,000; fuels, \$507,732,000; and structural materials, \$314,149,000.

The index of physical volume of mineral production, on the 1935-39 base, was 290.1 in 1957 compared to 272.5 in 1956. Tonnage of ore mined or rock quarried is an indicator of mining activities, such as drilling, blasting, hauling and processing. During 1957 this tonnage amounted to 166,455,000 as compared to 150,398,000 in 1956.

Top 10 minerals, listed in order of value in 1957: petroleum, \$453,594,000 (\$406,562,000 in 1956); nickel, \$258,977,000 (\$222,205,000); copper, \$206,898,000 (\$292,958,000); iron ore, \$167,221,000 (\$160,362,000); gold, \$148,757,000 (\$151,024,000); uranium, \$136,304,000 (\$45,732,000); asbestos, \$104,489,000 (\$99,860,000); zinc, \$100,043,000 (\$125,437,000); cement, \$93,167,000 (\$75,233,000); and sand and gravel, \$91,939,000 (\$81,957,000).

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### CRUDE PETROLEUM INDUSTRY

Topping all previous years, production of crude petroleum in Canada rose by 6 per cent in 1957 to 181,848,000 barrels from 171,981,000 in the preceding year and the value by 11 per cent to \$45,594,000 from \$406,562,000, according to the Dominion Bureau of Statistics' annual industry report. The number of operating wells also rose to a record total of 14,946 from 13,142 in 1956.

Apparent supply of crude petroleum also reached a new peak of 238,079,000 barrels in 1957 versus 235,715,000 in 1956. This takes into account domestic production of 181,848,000 barrels versus 171,981,000 in 1956, imports of 111,905,000 barrels versus 106,641,000, and exports of 55,674,000 barrels versus 42,908,000.

Decreasing 4.5 per cent from the preceding year, Alberta wells produced 137,492,000 barrels in 1957 as compared to 143,910,000 in 1956, but output from wells in Saskatchewan rose sharply to 36,861,000 barrels from 21,077,000. Production in Manitoba rose to 6,090,000 barrels from 5,787,000; Ontario to 623,700 barrels from 593,400; British Columbia to 340,900 from 148,500; and New Brunswick to 19,400 barrels from 16,600. Production in the Northwest Territories fell to 420,800 barrels from 449,400.

Value of production in Alberta rose slightly in 1957 to \$355,555,000 from \$353,629,000 in 1956, and the value for Saskatchewan more than doubled, rising to \$79,325,000 from \$36,253,000. Manitoba's value rose to \$15,468,000 from \$13,633,000; Ontario's to \$2,160,000 from \$1,958,000; British Columbia's to \$763,700 from \$302,200; and New Brunswick's to \$27,200 from \$23,300. For the Northwest Territories the year's value dropped to \$294,600 from \$762,800.

Oil fields in Alberta which produced in excess of 2,000,000 barrels in 1957 were Acheson, Bonnie Glen, Fenn-Big Valley, Golden Spike, Joarcam, Joffre, Leduc-Woodbend; Pem-

bina, Redwater, Stettler, Sturgeon Lake South, and Wizard Lake. Fields in Saskatchewan which produced over 1,000,000 barrels in 1957 were Cantaur, Carnduff, Coleville-Smiley, Dollard, Fosterton, Midvale, Nottingham, Steelman, Success, and Weyburn. Fields in Manitoba which had a production in excess of 1,000,000 barrels in 1957 were Doley, Virden-Roselea, and North Virden.

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### VISIT OF PAKISTANI MINISTER

Mr. Mohammad Shoaib, Finance Minister of Pakistan, paid an official visit to Ottawa from March 4-6, as a guest of the Government of Canada. Mr. Shoaib called on the Prime Minister, the Ministers of Finance, Trade and Commerce, and External Affairs, and the officials of those Departments, when he was in Ottawa. He was the first member of President Ayub's new Pakistani Government to visit North America.

Mr. Shoaib was born in Jaunpur, India in 1905. Specializing in economics, he received his M.A. and LL.B degrees at Allahabad and then joined the accounting branch of the Government Service of pre-partition India. After the birth of Pakistan he served as Financial Adviser, Communications, and thereafter, until July 1952, as Financial Adviser, Development. In July 1952, he was appointed as the first Managing Director of the Agricultural Development Finance Corporation of Pakistan and later, in the same year, he was elected to the Executive Directorship of the International Bank for Reconstruction and Development (World Bank), where he has served since then and represents, in addition to Pakistan, Afghanistan, Ethiopia, Iraq, Iran, Jordan, Lebanon, Saudi Arabia, Sudan, and the United Arab Republic.

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### NATO COUNCIL VISIT

Mr. Sidney E. Smith, Secretary of State for External Affairs, has announced that members of the NATO Permanent Council will visit Canada from April 8-10, following the tenth anniversary Ministerial Meeting to be held in Washington.

The group will comprise fifteen Permanent Representatives of the North Atlantic Council, senior members of the NATO Secretariat, headed by the Secretary-General, Mr. Paul-Henri Spaak, and the foreign ministers of some of the NATO countries.

The NATO party will travel by RCAF comet and will be met by a Guard of Honour on arrival at St. Hubert, Quebec, on the morning of April 8. During their stay in Canada they will visit Air Defence Command Headquarters at St. Hubert, the RCAF station at Lac St. Denis and the Canadian Army Research and Development Establishment at Valcartier.

Arriving in Ottawa on the afternoon of April 9, the distinguished visitors will make a tour of the Parliament Buildings, and attend a dinner in their honour at the Country Club.

They will leave Ottawa on Friday morning, April 10, on board the RCAF comet for the United States.

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### MOUNTBATTEN TO OPEN EXHIBITION

Admiral of the Fleet, the Earl Mountbatten of Burma, KG, PC, the First Sea Lord of the Admiralty, who takes up his new appointment as Chief of the United Kingdom Defence Staff in July, has accepted the invitation of the Canadian National Exhibition, conveyed to him by the Canadian Government, to open the 81st Canadian National Exhibition in Toronto on August 26.

He will arrive, accompanied by Lady Mountbatten, in the Royal Navy's Fifth Frigate Squadron, HM Ships, Scarborough, Tenby, Salisbury and Whitby, flying his flag in HMS Scarborough, the leader of the group.

Further details of the visit will be announced later.

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### INDUSTRY HELPS EDUCATION

A total of 10 post-graduate fellowships have now been established by The International Nickel Company of Canada, Limited, for advanced studies at seven Canadian universities.

Part of Inco's contribution in the field of academic research, these awards are given in recognition of the great progress made in recent years by Canadian universities in post-graduate studies. The fellowships, tenable for three years, are designed to encourage advanced study and research in scientific fields such as mathematics, physics, chemistry, metallurgy, geology, geophysics, mining and ore dressing, and to assist in the development of outstanding scholars working for advanced degrees.

With an annual stipend of \$2,000 to the student and an annual supporting grant of \$500 to the university, competition for the fellowships is keen. In order to obtain students of outstanding ability, awards are made by special committees of educators under the administration of the National Conference of Canadian Universities and the Canadian Education Association.

A special \$2,400 Inco graduate research fellowship has been awarded for advanced study in the field of educational administration. It is designed to aid in providing more highly skilled administrators for Canadian schools.

Assistance to graduate research is only one phase of Inco's overall contribution to Canadian education. Unrestricted grants to the extent of \$2,000,000 are being distributed over a five-year period to 145 Canadian uni-

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versities and colleges for use in strengthening and expanding their educational programmes. Contributions for fellowships, scholarships, and special projects, such as bursaries for high school science teachers wishing to attend summer schools, will total \$850,000 for the same five-year period.

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### WHOOPEES PRODUCED IN CANADA

Canada's contribution to the return of the whooping crane was nine husky youngsters hatched in Wood Buffalo National Park last spring. The nine young whooping cranes form the highest number of young ever counted since the keeping of records began in the winter of 1938-39. They are now at their wintering grounds on the Aransas National Wildlife Refuge in Texas.

The Canadian Wildlife Service of the Northern Affairs Department confirmed recently that the known world population of 38 whooping cranes is larger by about 17 birds than it was in the spring of 1955. A great share of the credit for the success should go to Canadians and Americans in all walks of life and especially sportsmen who protected the rare birds during their long southward migration. Last spring twenty-six birds flew north from the Aransas Wildlife Refuge to their meeting grounds in Wood Buffalo National Park. During the autumn, 32 whoopers, including the nine chicks, completed the long return journey to Texas. The birth of the nine young cranes was the greatest breeding success in many years. The previous greatest number of young birds produced in any summer since 1938 was eight which were reported in the autumn of 1955.

The Wildlife Service announced that the present population is higher this year than in any previous year in which accurate records were kept. The previous high count was 34 birds recorded in the winter of 1949-50. In the autumn of 1954 there were only 17 whooping cranes known to be in existence. By 1949, this number had increased to 34. Losses occurred in 1950, '51 and '52 and by the autumn of 1954 only 21 adult whoopers were known to exist.

The 2,000-mile flight from Wood Buffalo National Park to their wintering grounds in Texas begins each autumn about the middle or end of September. The last stragglers appear at the Refuge in late November. The long migration flight carries the whooping cranes across the Canadian Prairies, North and South Dakota, Nebraska, Kansas, Oklahoma and finally

Texas. Although their migration occurs during the hunting season when millions of ducks and geese fill the sky and thousands of hunters vie for their trophies, very few whoopers have been lost in recent years to the hunters' gun. A great deal of publicity by international conservation agencies together with the cooperation of the public and the press have resulted in a gradual increase in the total population of cranes.

The nesting grounds of the whooping crane in Canada were unknown until 1954, when W.A. Fuller, a biologist with the Canadian Wildlife Service, discovered a family of whoopers in Wood Buffalo National Park. That Park, two-thirds of which lies in northern Alberta, the rest in the Northwest Territories, became famous overnight. No other breeding grounds have been located although others are believed to exist elsewhere in the Northwest Territories.

The six birds which are held in captivity comprise an adult pair with two yearlings and one young of the year at a zoo in New Orleans and one adult bird at a zoo in San Antonio.

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### UNIVERSITY SALARIES UP

The median salary of full-time teachers in Canadian universities and colleges rose 8.2 per cent to \$7,136 between 1957-58 and 1958-59, and 23.6 per cent between 1956-57 and 1958-59, according to a Dominion Bureau of Statistics advance release, based on returns from 55 institutions covering basic annual salary rates at November 1, 1958. The 4,803 persons included for 1958-59 comprised 134 deans, 1,194 professors, 1,100 associate professors, 1,433 assistant professors, 82 ungraded professors, and 860 lecturers and instructors.

By field, excluding deans, the highest median (\$7,711) was for the biological sciences, including medicine, followed by the physical sciences (\$7,129), the social sciences (\$6,885), and the humanities (\$6,495). This order was unchanged from the two previous years.

By region, median salaries in 1958-59 for all ranks combined were highest in Western Canada (\$7,558), followed by Ontario (\$7,420), Quebec (\$6,756) and the Atlantic Provinces (\$5,923). In the two previous years Ontario ranked first. By rank, medians for Ontario were in almost all cases slightly higher than in the West.